

URB3
1980

October 30, 1980

Memo to Files

From: Thomas P. Janes

Subject: Meeting, Downtown Neighbors Association

This meeting convened at 7:30 P.M., Tuesday, Oct. 28, 1980 at the First Congregational Church. I arrived at 8:00 P.M. and remained until the conclusion at 9:30 P.M. All discussion centered around low income housing. After the meeting adjourned the representative of the Burnside Community approached me and inquired why only one intersection in Old Town had signal indications. I promised him a prompt answer and will refer this request to Dave Magin by a copy of this memo.

TPJ:mc

^{Ci}
Burnside Community Counsel
Jerry Manning 226-0354
321 N.W. Couch St.
Portland, Oregon 97209

Hawthorne Blvd.

CLP
See me *llw*

NOV 17 1980

UAB3

**RICHMOND
NEIGHBORHOOD
ASSOCIATION**

50th
52nd Ave.

RICHMOND HCD MEETING!

Powell Blvd.

The Richmond Neighborhood Association invites you to discuss next year's federal Housing and Community Development program for the Richmond Neighborhood. City officials will be on hand to discuss our desires and concerns in the following areas:

- TRAFFIC IMPROVEMENTS** - Will the City implement the program for traffic improvements on Division, Clinton and Lincoln that they devised last year, then scrapped? What can we do to discourage high-speed through traffic on residential streets?
- NEW PARKS** - What are our chances to develop new park facilities at 33rd and Waverly and at St. Ignatius School? What do you think about these ideas?
- DIVISION CORRIDOR** - What can be done to aid businesses and improve the business climate on S.E. Division?
- TRI-MET AND TRANSPORTATION** - How can Tri-Met's service for Richmond residents be improved? How about improvements to aid bike riders?
- OTHER CONCERNS** - What should be done to improve housing conditions for homeowners and tenants in Richmond? Would you like to see public funding for social services, or just for physical improvements? How about crime prevention; is that something you'd like to see more of? Should the money for such programs go directly to the neighborhood association, or continued to be handled by the Portland Development Commission. Is there something that isn't on this list that you'd like to talk about?

THIS IS YOUR CHANCE TO GET THE ANSWER! Hear what your neighborhood association is doing, what City bureaus are prepared to do, and get your own two cents in.

*Did not attend -
Connie Lively
said no need to attend*

TIME: 7:30 P.M.
PLACE: PACT Senior Center, 3588 SE Division
(Entrance on 36th)
DATE: Monday, November 24, 1980

W New

... can be divided into three groups: Those who make things happen, those who watch things happen, and those who wonder what happened. John W. Newbern (pd/c)

CRB3

D.R.M

THE CITY OF
PORTLAND



OREGON

OFFICE OF
PUBLIC SAFETY

CHARLES JORDAN
COMMISSIONER

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204
503 248-4682

November 19, 1980

Ms. Peggy Blanchard
2 N. Killingsworth
Portland, OR 97211

Dear Peggy:

I am writing to apprise you of the fact that my office has been contacted by a group of concerned citizens and the Humbolt Neighborhood Association regarding neighborhood problems that may be generated by your establishment.

The areas of greatest concern are that of (1) Noise generated by your establishment and patronage; (2) traffic congestion and illegal parking on and off street in commercial/residential rights of way (i.e. alley and driveways and private property parking lots); (3) litter and debris around and on commercial and residential areas.

Being that your liquor license will be coming before the city council for renewal consideration, it would be in the best interest of the city and yourself to do what you can to abate the nuisances stated above.

If you have any questions or desire additional information on this matter, please contact my assistant, Michelle Harper at 248-4682.

Sincerely,

CHARLES R. JORDAN
Commissioner of Public Safety

- cc: Bud Brockson - Licensing
- David Sweet - Noise Control - BNQ
- Dave Magin - Traffic Engineering
- Roger Hediger - Police Bureau

CRJ:jlc

URB3

Drum



November 19, 1980

Mr. Lu Bain
 Lu's Higher Ground
 1 N. Killingsworth
 Portland, OR 97211

OFFICE OF
 PUBLIC SAFETY

CHARLES JORDAN
 COMMISSIONER

1220 S.W. FIFTH AVE.
 PORTLAND, OR. 97204
 503 248-4682

Dear Lu:

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Sincerely,

CHARLES R. JORDAN
 Commissioner of Public Safety

cc: Bud Brockson - Licensing
 David Sweet - Noise Control - BNQ
 Dave Magin - Traffic Engineering
 Roger Hediger - Police Bureau

CRJ:jlc

URB 3

~~November 20,~~ ^{November 30,} 1980

MEMORANDUM

TO: All Neighborhood Associations
FROM: Bureau of Traffic Engineering
SUBJECT: Updated Project Status

In an effort to keep the neighborhood associations up to date on the progress of various Bureau of Traffic Engineering projects, we have updated the attached list.

The list shows the estimated completion date (when it is reasonable to make this estimate), and the status of each project.

If you have any questions or comments about these projects, please call:

Signal Projects ----- Jim Wilson 248-4295
Diverter Projects ----- Mario Martini 248-4295

MJM:ah

Enclosure

cc: Office of Neighborhood Associations

Nov. 14, 1980

Memo to Files

Subject: Elliot Neighborhood Association Meeting

On Nov. 13, 1980 I attended a meeting at 2600 N. Williams at 7:00 P.M. There were 3 city people and 2 citizens present.

We discussed the possible ways to solve what they perceive to be traffic problems.

I pointed out that their E-W flows will change due to the new Union Ave. divider.

Not much was accomplished and it was agreed that we would meet again later after the P.S.U. planning students complete their plan for the neighborhood.

TV:mc

URB3

November 14, 1980

Mr. David Dale
3550 S.E. Morrison
Portland, Oregon 97214

Dear Mr. Dale:

As we discussed at the evening meeting Wednesday, I am sending you a petition format and copies of map areas that you may use for your canvassing of the neighborhood residents.

If you have any questions please call me or William Wetmore at 248-4291.

Sincerely,

M. J. Martini
Sr. Traffic Engineer

MJM:mc

cc: W. Wetmore
Mary Ann Schwab

Encl: Maps
Petition
Policy

URB3

November 14, 1980

Memo to Files

Subject: Sunnyside Fair Share
Neighborhood Meeting

I attended neighborhood meeting Wednesday evening at 7:30 P.M. at the Mennonite Church. Nov. 12, 1980

In attendance were seven residents of the Sunnyside neighborhood.

Discussion centered around whether to petition residents regarding the proposed stop sign plan and the closure of S.E. 34th together or to attempt separate petition, one for stop control and one for the closure.

It was their decision that they would make two separate petitions.

Mr. Dale, Chairman, said he would bring in large map that the people have been working on showing the location of their stop sign requests.

Although there were only 7 attendees the few that were there did not necessarily approve the closure plan.

MJM:mc



CC. WETMONG



THE CITY OF
PORTLAND



OREGON

CONNIE McCREADY
MAYOR

OFFICE OF
PLANNING AND
DEVELOPMENT

BUREAU OF TRAFFIC
ENGINEERING

D.E. BERGSTROM
CITY TRAFFIC ENGINEER

317 S.W. ALDER ST.
PORTLAND, OR 97204
(503) 248-4295

April 25, 1980

MEMORANDUM

TO: Shirley Tanzer
Assistant to the Mayor

FROM: Mario Martini

SUBJECT: Southeast Uplift Traffic Concerns

Following is the information you requested in your memo of April 22:

Powell Blvd.:

Rough conditions on Powell. Chuck Lobaugh, OSHD Resident Engineer, indicates project is still under contract and has not been accepted. There were several poor paving spots which have been ground off and resurfaced. OSHD is not aware of any particular spots but would be happy to investigate any complaints. Work is underway now on concrete islands. Island at 36th/36th Pl. has been cut back on west end. All nosing lights are being replaced with Crouse Hinds lights, which will lower the height of island from original design and provide lights which will not sustain damage from vehicles striking them.

Parking and Traffic

39th/Hawthorne - Parking overflow in residential neighborhoods created by businesses exists throughout many areas of south-east. Any specific complaint areas will be investigated by Charlie Masco and Parking Control.

Sellwood: The intersection of 17th/Tacoma is over capacity. Additional lanes plus 8-phase signal are required, which would necessitate additional right-of-way to widen street. Off-street parking would need to be developed for the on-street parking, which would be displaced. The proposed improvement of S. E. McLoughlin Blvd. should help relieve some of the congestion on S. E. 17th Avenue and Tacoma.

File copy

SENT to
Shirley Tanzer
4-25-80

~~TEB 84~~
URB3

Marion/Linn/13th - The Tri-Met bus will be rerouted over Umatilla - 17th - Linn and 13th on Wednesday, April 30. The Sellwood-Moreland Improvement League is in the process of surveying the area bounded by 11th - Manchester Pl. - 19th and Spokane in an attempt to get a 50% majority favoring a 90-day trial for the following:

1. One-way east on Linn between 16th Pl. and 17th.
2. One-way west on Linn between 14th and 13th.
3. No left turn between 7:00 a.m. and 9:00 a.m. for northbound traffic on 17th from Linn to Tacoma St.
4. No left turn 4:00 - 6:00 p.m. for southbound traffic on 13th from Tacoma to Linn.

92nd/Foster - is over capacity and some relief will be provided when I-205 is extended north to Powell Blvd. City should insist that this section be opened as soon as completed. The problem will not be completely resolved until additional right-of-way is acquired on 92nd between Woodstock Blvd. and a point 300 ft. north of Foster. Temporary signals are being installed at 92nd and Harold.

Maple/Hawthorne - The Junior Achievement at 1426 S. E. Hawthorne is located in an area with heavy on-street parking and 4 lanes of heavy traffic. The side streets, such as Maple, are very narrow with heavy employee parking. The only long range solution is for the businesses to get together in an attempt to develop off-street parking facilities.

North-South Bus Transportation - Andy Anderson, Tri-Met, indicates the only plan now for north-south service is the #70 line, which will run from the City of Milwaukie via 17th to the Lloyd Center, then on to Swan Island. This run is scheduled to commence in June. No other north-south runs are contemplated until the arrival of new buses.

Ladd Circle - We have met with the Hosford-Abernethy Neighborhood Development on several occasions regarding traffic in general in the Ladd neighborhood. Traffic on Ladd (5,500 per day north of Ladd Circle) and on Harrison (3,000 per day east of the circle) is comparatively low when compared with 17,000 per day on Hawthorne. We have indicated during the Division Corridor Study that we are reviewing the possibility of diverting traffic from their area, particularly Ladd Avenue. This, however, should not be attempted until

Powell Blvd. (Phase II) is completed, I-205 is extended to the river and the Banfield Light Rail Project is completed.

Tri-Met Employee Parking in Brooklyn Neighborhood - Tri-Met will soon have their off-street parking lot completed on 17th Avenue. The Parking Control section of Traffic Engineering plans to review this neighborhood in July after the parking lot is fully developed, to determine if a neighborhood parking problem exists at that time.

92nd/Harold - Stanton Yard will commence work on April 28, 1980 to install a temporary traffic signal to serve until a new signal is installed by a contractor.

Sidewalk Inspection on Foster Rd. - Any complaints about sidewalk inspectors should be directed to Richard Schmidt, Bureau of Maintenance.

Bike Path - Gladstone to Woodstock. Jan Schaeffer, Street and Structural Engineering, is in charge of this project. This bike path was proposed to connect with a path on Woodstock east of 41st. The Woodstock Neighborhood Association contact, John McCabe, indicates they have not yet decided whether to go for a bike path or a 2-way left turn lane on Woodstock between 43rd and 47th to facilitate left turns in the business area. They will contact S. E. Uplift to arrange for a meeting with the business community on this matter.

Jan indicates the 41st/42nd bike route is in the alternative transportation budget for 80-81. It does involve some parking removal, which will require approval of the affected property owners.

WES:jjp

URB3

OFFICE OF
Connie McCready
MAYOR



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

THE CITY OF
PORTLAND, OREGON

April 22, 1980

Enclosed is memo of issues and concerns submitted by Southeast Uplift on behalf of the neighborhood groups. This is in preparation for a day that the Mayor will spend in southeast Portland on April 28th.

Please check portions detailed for your attention. I would appreciate an informative memo in order to brief Connie prior to that Neighborhood Day.

Please let me hear from you by April 25th.

Thank you,

Shirley Tanzer
Assistant to the Mayor

ST:mg

cc/Bill Stark

RECEIVED
APR 23 1980
BUREAU OF
TRAFFIC ENGINEERING

ISSUES/CONCERNS/INFORMATION/ETC

Southeast Uplift Advisory Board

SEUL has primarily been a land-use advisory body during the 12 years of its existence. New direction includes:

- 1) Land Use: Consideration of land-use cases by a committee instead of the entire Board, with committee members taking a more active role than just offering advice in the form of letters to the Hearings Officer. Staff will play a more active role in providing information to the committee.
- 2) Information dissemination: A more efficient system is being devised for getting information to the citizens, and from them to the city, including an areawide newsletter and more efficient use of individual neighborhood newsletters.
- 3) Economic development/Social issues: The Board will take a more active role in helping neighborhoods with general community development.

Economic Development

There is much concern about commercial revitalization in SE. With jobs as the first priority of the Bureau of Economic Development's policy, it appears that commercial revitalization efforts will be limited to technical assistance and loan assistance. What kind of assistance can neighborhoods expect from the city for revitalizing run-down commercial areas? How responsive will the BED be to neighborhood needs? To what extent will the BED seek input from neighborhoods?

Lents offers a unique problem for development. It is being considered as a location for industrial development but nothing can happen until the storm drainage problem is solved. PDC's storm sewer projects will take years to complete. The BED is considering requesting EDA funds for a storm sewer project but a BED staff person said that this is not consistent with their "jobs first" priority even though Lents can't be developed industrially until adequate drainage is provided. Also, not everyone is in favor of developing Lents industrially.

Foster Road

Foster is in great need of revitalization, especially around Lents, which suffers problems with housing, employment, transportation, condition of neighborhood, commercial activity, etc. A specific concern is with the Comp Plan downzoning from M3 to C2 along most of Foster (C3 around Lents). Comment: "We've got enough antique shops. We need more than that now."

Powell Blvd

Powell Blvd Phase II offers potential for commercial revitalization and development similar to what has happened in St. Johns. Development could include open plazas with benches, attractive building and sign design, and other amenities that favor pedestrians and neighborhood residents/shoppers as much as business people. N Neighborhoods are interested in a citizen's committee to work with the city and the private sector toward this goal (and concerning revitalization of Foster Rd.).

Powell Blvd. Cont

Specific concerns include:

- 1) Will Powell be adequate to handle transportation as a major east-west route?
- 2) Rough condition of sections of Powell from river to 52nd, and problem with concrete meridian for making turns.
- 3) Adequate assistance for businesses and residents who need to relocate. Consideration is being given by PDC and BED to using funds from the urban renewal project for Phase II for providing this kind of assistance.
- 4) Are freeway plans completely dead, or is some thought still being given to an east-west freeway in SE Portland?

Annexation and Development of the Hook

Pleasant Valley is being developed rapidly and, in the opinion of many, without careful planning. Specific concerns:

- 1) How much will be annexed? Out to Gresham? Where will funds come from to provide services for annexations? How will annexation affect MSD and Johnson Creek service districts?
- 2) How much do citizens have to say about development? Are there restrictions on overdevelopment, or long range plans for this area?
- 3) Meadowland Dairy: example of poor development.

Neighborhood Associations

Are they listened to? What is the best way for associations to communicate their concerns to the city?

Buckman activity: the Mayor should be aware of the ambitious plans of the Buckman Neighborhood Association, modeled after the success of Whittaker neighborhood in Eugene. They are planning a community convention May 10, 10 am to 4 pm, Buckman Grade School, at which they will develop goals and objectives and action plans. 200 expected. Preceded by four workshops, the last one at 7:30 pm at Buckman school May 1 on economic development and communications. The first three dealt with community services, housing, land use, energy and transportation.

Multnomah County

Commissioner Blumenauer is considering a project to use one-time-only funds for neighborhood associations. Money would be available on a per capita basis with the neighborhood associations to decide how it should be spent. SEUL Board thinks it's a good idea.

Parking and Traffic

There are many areas where traffic congestion and parking are serious problems. For example, the area around 39th and Hawthorne has narrow streets and not enough parking for businesses, so residents have continual problems with cars parking around their homes. A large part of inner SE suffers from this problem. Specific concerns:

- 1) Sellwood: Traffic problems at 17th and Tacoma, 13th, Marian, Lynn.
- 2) 92nd/Foster: Constant traffic tie ups and freeway construction.
- 3) Maple/Hawthorne: Congestion near the site of Junior Achievement, which has outgrown its facility.
- 4) North-South bus transportation: what are the plans?
- 5) Ladd Circle: Traffic congestion.
- 6) Tri-Met employes taking neighborhood spots between Center and Holgate and 14th and 15th

Parks

Some residents feel that they are being expected to bear more than their fare share of housing congestion in the Comp Plan without compensation in the form of parks. Specific concerns:

- 1) What has happened to the proposed Sunnyside park at 34th and Taylor? It's been requested in neighborhood needs reports. Right of first refusal is desired by the neighborhood.
- 2) Richmond wants a park.
- 3) A needs assessment report has been filed for a park at 60th and Rhone. Why is there still no park?
- 4) Summer problems affecting large parks like Laurelhurst and Mt. Tabor (drugs, vandalism, traffic, etc) - solutions?
- 5) Illegal activities in Ladd's Circle - solutions?

Johnson Creek - T&X

How does the Mayor feel about this issue? In addition to the residents who live within the vicinity of the flood plain, Woodstock Neighborhood Association is also concerned, even though they are not affected, because they might get taxed for the solution. Why?

Housing

Kerns: Between Sandy and Burnside and 21st and 28th there are too many apartments. This area is turning into a pocket slum. Under Comp Plan, more apartments will be allowed. Why?

Woodstock: Provisions should be made for elderly people near Woodstock Shopping Center - low rise, multi family living. What can be done?

Lents: Housing is a major problem.

Brooklyn: Run down housing and code violations around 9th between Powell and Holgate.

Co-operatives: City's position on the Yamhill co-op? Other co-ops in the future?

✓ Both PACT and SEUL are interested in co-op housing.

Housing cont.

Apartments: Apartments next to single-family residences (i.e. at 57th and Belmont) is a problem.

General: How will the city attempt to stabilize the housing market in SE? What are plans for providing affordable housing?

Reed: Downzoning of the neighborhood is a concern, and breakdown in family-residential character of the neighborhood.

General and Specific

Future of the Neighborhoods Against Crime program? *Shaw*

Neighborhood cleanups - who provides assistance now that the B.N.E. has been transferred to the BOB? *who is director?*

Mayor's views on formation of a PUD?

Problem with illegal front yard parking and auto repair and illegal blocking of driveways: rundown cars and repair work being done at private residences. BOB's intentions?

HAND wants the Abernathy Community School retained. Park bureau and school district want to cut funds.

Ladd's Addition and HAND want to keep the ethnic mix of the neighborhood.

Stoplight at 92nd and Harold hasn't been fixed, even though went through a needs report process.

Community garden between 76th and 78th and Powell, mostly used by retired people. They want a better spot, and are concerned about irrigation problems.

Sequoia trees at Youngson School, 2704 SE 71st. School district wants to cut them down, neighborhood wants to keep them.

Sidewalk inspectors along Foster Rd. are sometimes unreasonable with their complaints and expectations.

Triangle between Sandy and Morrison and 11th and 7th - neighborhood wants mixed zone and industry wants to predominate.

Cleanup needed on large section of land with much dead foliage at 9th and Cora. Whose responsibility is clean up here?

Bike path once proposed on needs request between 41st and 42nd from Gladstone to Woodstock. Anything being done about it?

Funding of senior citizen programs by the city in the future, and city plans to secure state and federal funding for these programs.

UKB3

October 29, 1980

Ms. Mabel Balkovich
Irvington Community Association
3015 N.E. 15th Avenue
Portland, Oregon 97212

Dear Ms. Balkovich:

As a followup to our letter of October 24th we would like to make you aware of a proposal that we are considering regarding the traffic signing on N. Cook and Gantenbein.

It is our proposal to ask the City Council to permit a 90-day test period with these turn restrictions removed.

At the public hearing which resulted in the present access design to the Fremont Bridge, the major objection was the fear that streets such as N.E. Fremont would increase in volume due to the ~~attraction~~ attraction to the Bridge. This does not appear to be a valid argument since anyone wishing to use the ramps is doing so now and ignoring the signs.

Since this office has received no complaints about the present volume of traffic from the neighborhood, it would appear that they are not bothered.

Recent counts show the combined volumes of these ramps to ~~be~~ 5,000 vehicles per day. With an 80% violation rate, we are faced with a very large number of potential traffic tickets. Also, we are sure that Emanuel Hospital is not pleased with the 20% of the legal drivers who obey the turn restrictions and go through the hospital grounds.

It will be part of our proposal to establish count stations on the major approach streets such as N. Williams, Vancouver, Fremont. We would monitor these locations along with the bridge ramps to see if volumes

increased to an unacceptable level.

We would appreciate having your opinion about our proposal along with any other recommendations you may have.

The signs we would remove if this test period is approved are shown on the enclosed sketch.

If you have any questions, please contact Dave Magin 248-4289.

Sincerely,

M. J. Martini
Sr. Traffic Engineer

DRM:ah

Enclosure: Sketch

4RB3

October 31, 1980

Mr. Jerry Manning
Burnside Community Council
321 N.W. Couch St.
Portland, Oregon 97209

Dear Mr. Manning:

We wish to reply to your question to Mr. James of this bureau regarding possible signalization in Old Town.

Through the years we have steadily increased our signal program as funds have permitted. There are consistently more demands for this than can be accomplished budget-wise or personnel-wise. This pertains only to locations that warrant ~~signal~~ priority

In fairness to the general public, we maintain a signal priority list based closely on vehicular volumes on each street at a given location, on accidents and on roadway width. In this way we can give attention to locations that need it most..

On our priority list are five presently unsignalized locations: On N.W. Couch St. at 2nd, 3rd, 4th, 5th and 6th. None of these, however, ranks close enough to the top of ~~the~~ list to promise installation for several years at the present rate of installing signals.

Jerry Manning
October 31, 1980
Page 4

The situation is compounded by our reliance on outside funding sources for installation. This situation will prospectively continue into the foreseeable future.

We thank you for your concern in this matter. Regarding the existing conditions in Old Town, we point out that east-west crossings, both pedestrian and vehicular, are across one-way avenues, a great advantage compared to coping with the more complicated patterns involved with two-way streets.

Sincerely,

M. J. Martini
Sr. Traffic Engineer

MJM:DRM:mc

URB3

File

October 30, 1980

Memo to Files

From: Thomas P. James

Subject: Meeting, Downtown Neighbors Association

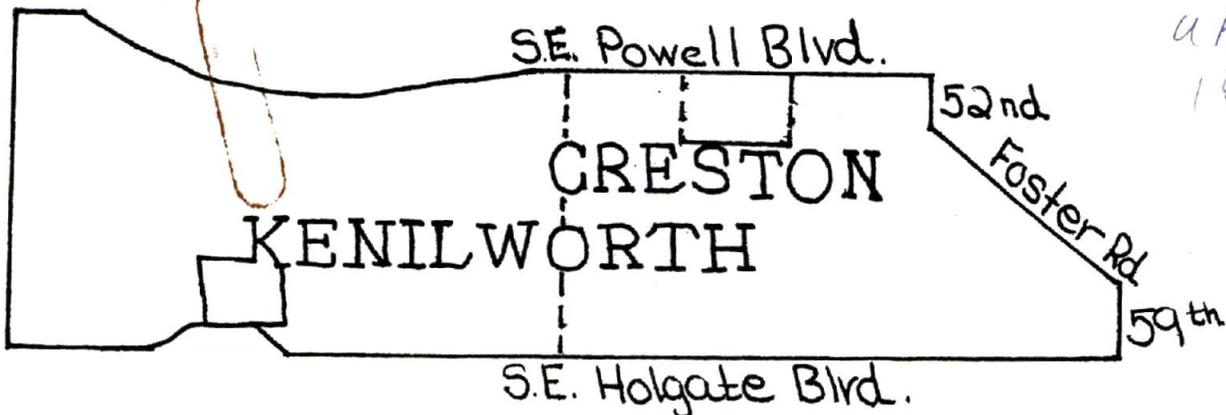
This meeting convened at 7:30 P.M., Tuesday, Oct. 28, 1980 at the First Congregational Church. I arrived at 8:00 P.M. and remained until the conclusion at 9:30 P.M. All discussion centered around low income housing. After the meeting adjourned the representative of the Burnside Community approached me and inquired why only one intersection in Old Town had signal indications. I promised him a prompt answer and will refer this request to Dave Magin by a copy of this memo.

TPJ:mc

Burnside Community Counsel
Jerry Manning 226-0354
321 N.W. Couch St.
Portland, Oregon 97209

uRB3
1979

Fate 26th



NEIGHBORHOOD ASSOCIATION

4605 SE Center Street
Portland, Oregon 97206
774-5784

November 6, 1979

Mr. Mario Martini
Director of Operations
Traffic Engineers of the City of Portland
420 SW Main
Portland, Oregon 97204

Dear Mr. Martini:

The Creston-Kenilworth Neighborhood Association voted unanimously at its October 29, 1979 general meeting to request The Traffic Engineers to install a "No left turn" sign or a "Right turn only" sign on SE 30th Avenue at its intersection with SE Holgate Street. The neighborhood feels that this intersection is very unsafe and extremely hazardous due to its blind corner to the east. It was reported that there have been many close calls with regard to vehicles turning left from SE 30th to SE Holgate. As you probably know, it is almost impossible to see a vehicle traveling west on SE Holgate at this intersection due to the street, SE Holgate, being less than a 90° angle.

We would appreciate your immediate attention to this neighborhood problem. For more information, please call Edward Marihart at 248-4532.

Sincerely,
Don Cordi
Dominic A. Cordi
President

DAC/lk

T.B. 8816
Mario, do you think you can help us here.
Don

CITY OF PORTLAND, OREGON
BUREAU OF TRAFFIC ENGINEERING

1055

COLLISION DIAGRAM

LOCATION SE HOLGATE BLVD. @ 30th AVE COMPILED BY Stank
PERIOD COVERED 1976 TO 10 mos 1977 DATE 11/14/79

4-2-80

LEGEND

- Person Killed
 - ←--- Pedestrian Killed
 - Person Injured
 - ↔--- Pedestrian Injured
 - ← Property Damage Only
 - ←+ Collision-Rear-end
 - + Collision-Head-on
 - ↔ Collision-Sideswipe
 - ↔..... Path of Pedestrian
- STOP**

SE 30th AVE



78 → ● →
(STOPPED FOR ANIMAL)

76 → ○ POLE
DUIL

SE HOLGATE BLVD.

SE 30th AVE

- ← Path of Vehicle
- ←--- Path of Animal
- ←+ Vehicle Moving
- Vehicle Stopped
- + Vehicle Backing
- Properly Parked
- ▭ Improperly Parked
- ↺ Vehicle Overturned
- ↻ Vehicle Skidded

COLLISION TYPE	1976				1977				1978				10 mos 1979			
	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total
Angle																
Head-on																
Rear-end																
Sideswipe																
Turning Movement																
Parking																
Non-collision																
Fixed Object		1		1												
Pedestrian																
Backing																
Misc.																
TOTAL		1		1				0				0				0

URB3
1980

April 29, 1980

Mr. Dominic Cordi, President
Creston-Kenilworth Neighborhood Assn.
4605 S. E. Center Street
Portland, Oregon 97206

Dear Mr. Cordi:

We have reviewed the Creston-Kenilworth petition for a "Right Turn Only" sign for southbound 30th Avenue traffic at S. E. Holgate Blvd.

Because of the restricted visibility in the northeast quadrant of this intersection, we are installing a "Right Turn Only" symbol sign beneath the existing "Stop" sign on the north side of Holgate at 30th Avenue.

Should an accident problem develop in the future involving right turning vehicles, we may wish to take another look at making 30th Avenue one-way northbound between Holgate Blvd. and Cora Street.

Thank you for your cooperation in getting the residents along 30th to sign the petition.

Sincerely,

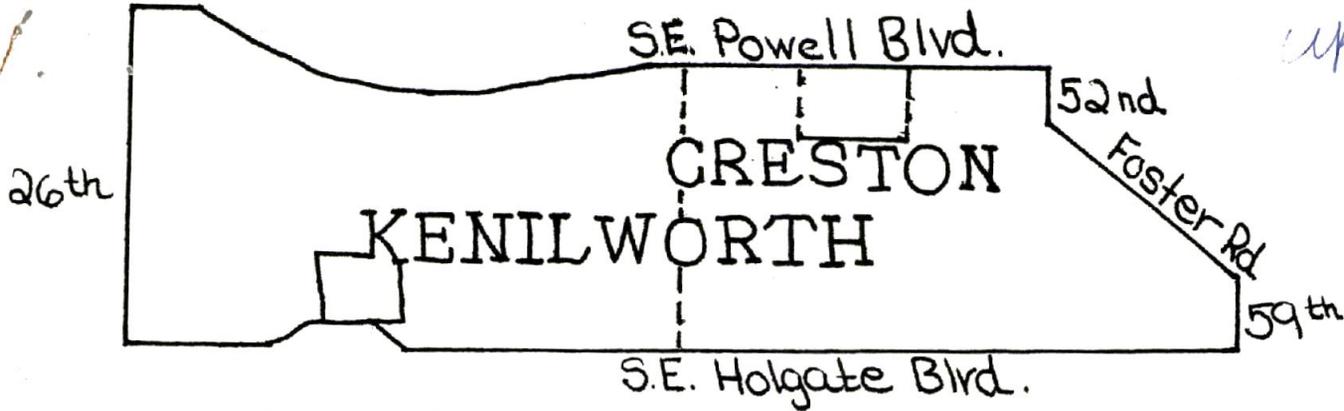
M. J. Martini
Sr. Traffic Engineer

WES:jjp

cc: Patti Jacobsen, ONA

W.O. 25663

T.R. 9474



NEIGHBORHOOD ASSOCIATION

4605 SE Center Street
Portland, Oregon 97206

April 24, 1980

Mr. William E. Stark
Traffic Engineer
City of Portland Engineering Bureau
Room 301
317 SW Alder Street
Portland, Oregon 97204

Dear Mr. Stark:

May I thank you for spending so much time with me last week. The information you gave me will be of great help in the future.

Enclosed herein is the petition for the "Right Turn Only" sign that the Creston Kenilworth Neighborhood Association would like placed on Southeast 30th Avenue where it enters Holgate Street. Your suggestion for a one-way street from Gladstone to Holgate seems reasonable.

Our neighborhood association appreciates your efforts and the consideration you have given it.

Sincerely yours,
Don Cordi

D. A. Cordi
President

Encl.
DAC:lk

RECEIVED

APR 28 1980

BUREAU OF
TRAFFIC ENGINEERING

W.O. # 25663

installing RTO

CRESTON-KENILWORTH PETITION

We the undersigned do hereby request traffic engineers to install a right turn only sign on SE 30th at the Intersection with SE Holgate. We also request that the no parking signs from SE 28th Place - 29th Place along SE Holgate be removed. N

Explanation: Several residents have expressed concern about the dangerous situation existing at the Intersection of SE Holgate and SE 30th. As you are probably aware, this is a blind corner to the east and there have been several near misses. In regards to the no parking signs on SE Holgate, the removal of them would provide more on street parking for the immediate residences.

NAME (Please Print)	Signature	Address - Zone
1. ROBERT W. THARIO	Robert W. Thario	5724 SE MALL ST 97206
2. EVALEA THARIO	Evalea Thario	5724 SE MALL ST 97206
3. (Mrs) M. Griffith	M. Griffith	3915 S.E. 42nd AVE 97206
4. Lora K. Creswick	Lora K. Creswick	4216 SE 33rd AVE. 97202
5. ^{Zelma Weymouth} Zelma M. Weymouth	Zelma Weymouth	3811 S.E. 40th - 97202
6. ^{Chauvette W. Kenney} Chauvette W. Kenney	Chauvette W. Kenney	4125 S.E. Gladstone 97202
7. EDWARD J. MARHART	Edward J. Marhart	4319 SE 58th 97206
8. MARATHY E. ROUIDOUX	Marathy E. Roudoux	3916 S.E. 44th 97206
9. DORIS CORDI	Doris Cordi	4605 SE CENTER 97206
10. JOSEPH A. RESSEQUIE	Resseguie	4011 S.E. 29th
11. ORFIA RESSEQUIE	Orfia Resseguie	4011 S.E. 29th
12. ELEANOR E. BANGS	Eleanor E. Bangs	4024 S.E. 28th Place 97202
13. HAROLD E. BANGS	Harold E. Bangs	4024 S.E. 28th PLACE 97202
14. ^{Glyn Alexander} Glyn Alexander	Glyn Alexander	3330 S.E. Gladstone 97202
15. KATHY L. LOWRIE	Kathy L. Lowrie	3701 SE 42nd 97206
16. ROBERT L. LOWRIE	Robert L. Lowrie	3701 SE 42nd 97206
17. MARJORIE ZIMMERMAN	Marjorie Zimmerman	4535 S.E. Center 97206
18. DONALD L. CRESWICK	Donald L. Creswick	4216 S.E. 33rd Ave 97206
19.		
20.		

CRESTON-KENILWORTH PETITION

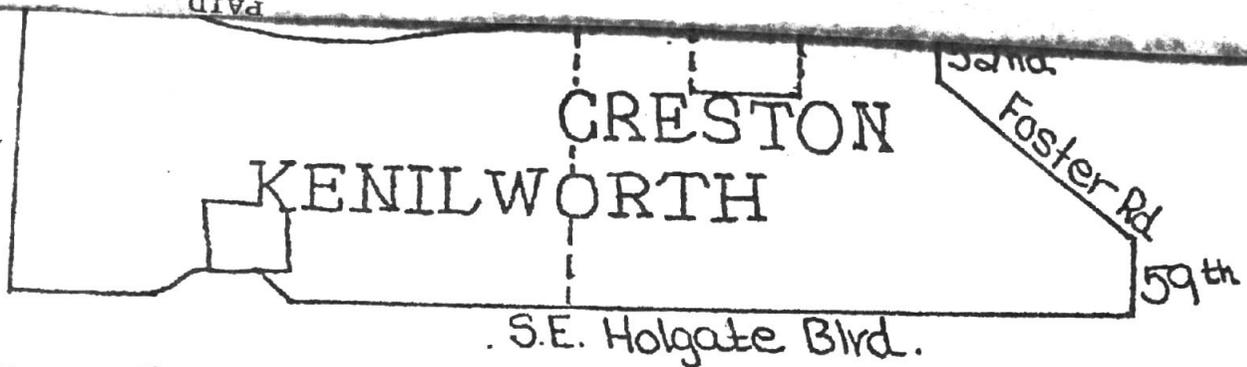
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	NAME (Please Print)	Signature	Address - Zone
1.	J & Alexander		4335 SE 30 th Ave 97202
2.	Annette Wells		4325 SE 30 th 97202
3.	GARY Amato		4304 SE 30 th 97202
4.	Julie Kumari		4304 SE 30 th 97202
5.	Ruth Gentry		4334 S.E. 30 th 97202
6.	Gay Wolf		4346 S.E. 30 th 97202
7.	Louise Horn		4404 ? SE 30 th 97202
8.	Parker D		5th 4 SE 30 th 97202
9.	Louis J. Keenan		4416 S.E. 30 th 97202
10.	Judith E. Cooperwhite		4424 SE 30 th 97202
11.	Bonnie Rice		4444 SE 30 th 97202
12.	Albert F. Rice		4444 SE 30 th 97202
13.	Pat Dickson		2931 SE Holgate 97202
14.			
15.			
16.			
17.			
18.			
19.			
20.			

PAID
PERMIT NO 1062

26th



NEIGHBORHOOD ASSOCIATION

CRESTON KENILWORTH GENERAL MEETING

WHEN: February 4, 1980
 TIME: 7:30 p.m.
 WHERE: Kenilworth Presbyterian Church (4028 SE Gladstone)

GUEST SPEAKER - BILL GROSSE

Our guest speaker for Febuary will be discussing the resources in Portland for seniors and youths. He is a graduate of Pacific Lutheran University, and lives in our neighborhood. He has been the program director for PACT Seniors for three years. Come to the meeting for a very informational talk by Mr. Bill Grosse.

NOMINATIONS FOR ELECTIONS

We are interested in knowing your choices for new officers. You may be interested in accepting a chairmanship. Your input is important in helping make our neighborhood more liveable. Come join your neighbors for a better neighborhood.

COORDINATING COMMITTEE MEETING

Attending the meeting January 15th were Marjorie Zimmerman, Don Cordi, Marian Griffith, Dorothy Robidoux, Doris Cordi and M. Griffith who hosted the meeting. Next Coordinating Committee Meeting will be held Febuary 12, 1980, hosted by D. Robidoux at 3916 SE 44th, please phone 771-4845 if you plan to attend. All officers are requested to attend. Others welcome.

DOOR PRIZE

On our Febuary 4, 1980 meeting at Kenilworth Presbyterian Church we will have a door prize. Everyone attending is eligible.

STORM DROP

To get rid of your branches and debri from the storm take them to Westmoreland Park.

RECYCLING

Saturday, January 19th we accepted and disposed of two truckloads of recycling material. For further information on recycling, please attend your general meeting on Febuary 4, 1980 at Kenilworth Presbyterian Church.

PETITION FOR SIGN AT HOLGATE

A petition for a right turn light only at 30th and Holgate will be available for signatures at our meeting. It is very possible to get a sign at this intersection. Several residents have expressed concern about the dangerous situation existing at the intersection of SE Holgate and SE 30th. As you are probably aware, this is a blind corner to the east and there have been several near misses. In regards to the no parking signs on SE Holgate, the removal of them would provide more on-street parking for the immediate residents.

39th AVENUE PROJECT

The 39th Avenue Project was approved by City Council last month. The objectives of the project were to improve traffic and transit movement and reduce traffic on surrounding streets. Some of the major components of the project are neighborhood left turn lanes and signals at Hawthorne and Division and Holgate, repaving from Stark-Hawthorne and Division and Woodstock, reconstructing the crowns at 41 intersections, landscaping in front of both Albertson's stores, increasing the frequency of the # 75 bus line, and providing more bus shelters. A citizens committee provided input on this project and it had representation from Creston - Kenilworth Neighborhood Association.

PETITION DRIVE

The neighborhood is sponsoring a petition for a right turn only sign on SE 30th at Holgate. Several residents in the area expressed concern about the potentially dangerous situation existing at this intersection. After discussing it with the traffic engineers, it was decided to put a right turn only sign. In order to get it installed, we need to have the approval of most of the residents in the immediate area. A petition will be available for your reading and signature at the general meeting. It is suggested those in the close proximity attend to sign.

PROPOSED COMPREHENSIVE PLAN

The proposed Comprehensive Plan for the City of Portland is now before the City Council. Public hearings will be held on its adoption during the month of February. The plan contains goals and policies, zoning code revisions, and the zoning map. The zoning map recommends continued high density development in our neighborhood, especially between SE 33rd Place and 42nd Avenue and SE Powell - Cora. This increased development is mostly zoned for medium density apartments. The neighborhood on several previous occasions has written letters and voiced its objections to the proposed zoning for our area. The Neighborhood Planning Committee has made its own zoning for our area, which is very different and less dense than the one proposed. The Comprehensive Plan will be available for your viewing and comments at the general meeting.

CRB 3

Wetmore
wkr

Buckman Community Association

PLEASE REPLY TO: 321 S.E. 14th
Portland 97214
232-0322

M. J. Martini
Sr. Traffic Engineer
City of Portland
317 S.W. Alder Street
Portland, OR 97204

Dear Mr. Martini:

Thank you and Mike Bauer for sending us material on the intersections of 20th and Stark and 20th and Morrison as we considered the possibility of left-turn signals at those locations. The material was most helpful.

The Association membership present at our October 9th meeting voted to request that no such signal be installed at either location for the following reasons:

1. We would prefer to save the money and eventually do the much more needed re-working of the intersection at 20th and Hawthorne to allow left-hand turns onto Hawthorne and prevent traffic from using side streets.
2. Another possible use for the funds is a re-routing of the Belmont and 25th barrier down to 12th (as is done at Hawthorne). We'd prefer that the Morrison-Belmont couplet be two-way after 12th to encourage neighborhood rather than through traffic.
3. We want to decrease flow-through traffic in the neighborhood, on Stark and Morrison, and feel that a left turn availability would serve only to increase such traffic.

RECEIVED

OCT 14 1980
4. There are already complaints from Morrison/20th owners, and we feel there would be equal opposition at Stark.

BUREAU OF
TRAFFIC ENGINEERING
5. Because of the location of 4 schools on or near Stark between 12th and 28th, we don't want to encourage more traffic on Stark in that area.

We very much appreciate your willingness to work with the neighborhood on this issue, and we look forward to working with you again on traffic improvements of concern to our residents.

Sincerely,

Nancy Waddell

Nancy Waddell
Chair

cc: Mike Bauer, OPD, Mayor's Office

URB3

June 16, 1980

TO: All Neighborhood Associations
FROM: D. E. Bergstrom, City Traffic Engineer
SUBJECT: Neighborhood Stop Sign Warrants

The final resolution adopting the revised Manual on Uniform Traffic Control Devices, along with special warrants for Stop control for neighborhood streets, has been submitted to the City Council.

This resolution is scheduled for Council consideration on June 25, 1980.

We appreciate the comments and contributions that you have made on this resolution and believe it answers most of the concerns that we have received.

If you have any questions about this prior to Council consideration, please call Mr. Martini at 248-4295.

RCS:jjp

Encl.

May 12, 1980

2090

Mayor Connie McCready
1220 S.W. 5th
Portland, Oregon

RECEIVED

MAY 14 1980

MAYOR'S OFFICE

MAYOR	
EXEC. ASST. II	
EXEC. ASST. I	
COMM. ASST.	BEN
ADM. SEC.	

Dear Mayor:

Among your many duties and things to take care of, I wish you would give some thought to the following, which I feel is a real problem. I might add that I am not the only one who feels strongly about this, but perhaps the only one that has mentioned it.

You may, or may not, be aware that in the area called "Eastmoreland" there are a great many stop signs. These signs were put in some time ago, mainly because the people complained about traffic through their area.

On the street of Crystal Springs, which has no cross streets coming into it, there are three stop signs between 27th & 45th. On 27th another street with no cross streets, there is one stop sign between Bybee and Crystal Springs. On Lambert and other streets there are stops signs in places where there are no cross streets, and the places that do have cross streets, there is so little traffic that one cannot understand how the city can justify placing them there.

Many, many other streets in the city that does have considerable traffic cannot get stop signs..... WHY EASTMORELAND?

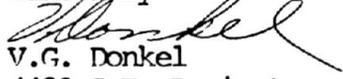
This is a waste of gasoline, with all the stop and go, and a waste of energy in the worst form.

These streets have to be traveled, just like all the other neighborhoods in the city and why this special attention given to that area is very questionable.

I, for one, and for many, resent the gasoline I have to waste every day., stopping and going, when it is not necessary. I live in Eastmoreland Heights, and this is the most logical route for me to take from Westmoreland to my home. It is much out of my way to go up or down Woodstock Blvd.

Please give consideration to this problem, and make a majority happy, instead of pleasing a minority of residence.

Sincerely



V.G. Donkel
4423 S.E. Lexington
Portland, Oregon 97206

Copy to MTM
for Reply
by 5/30

WILLIAM E. TASSOCK, P.C.
ATTORNEY AT LAW
1101 WILCOX BUILDING • 506 S.W. 6TH
PORTLAND, OREGON 97204
226-1151 (AC 503)
224-7202 (AC 503)

MAYOR	
CLERK	
ASST.	2/2
ADM. SEC.	

2084

ENV4

May 8, 1980

The Honorable Victor Atiyeh
Governor of the State of Oregon
Salem, Oregon

RECEIVED
MAY 14 1980

MAYOR'S OFFICE

The Honorable Connie McCready
Mayor of the City of Portland
Portland, Oregon

Dear Sir and Madam:

Every time I find myself in my car, with the engine running, waiting at a red traffic signal when one can see for blocks to the left and right that there is no approaching traffic, I wonder how many gallons of irreplaceable fossil fuel is wasted every minute because governmental authorities have no confidence in the judgment of our citizens.

Laws dealing with these traffic signals, and a good many additional traffic laws, should not involve law enforcement. If a person chooses to enter an intersection in violation of a traffic signal he may be liable for resulting harm and be unable to recover for injuries sustained, but there is no need to involve the public through its law enforcement officers.

It is my personal observation that our society is overburdened by regulation in general, law makers cannot resist the temptation to attempt to govern every aspect of human conduct. Everyone seems to want to take credit for having the good intention of being his brother's keeper.

Very truly yours,

W. Tassock
William E. Tassock

WET/ss

RECEIVED
MAY 19 1980
BUREAU OF
TRAFFIC ENGINEERING

URB3

May 29, 1980

Mr. V. G. Donkel
4423 S. E. Lexington
Portland, Oregon 97206

Dear Mr. Donkel:

Thank you for your recent letter relative to Stop signs in the Eastmoreland area.

These stop signs were installed at the request of the Neighborhood Association as a test to reduce through traffic in the area.

As a result of this test and other similar tests, The City Council, some time in June, will consider warrants for stop signs for local neighborhood streets.

This is part of the Arterial Street Classification Policy adopted by the City Council in June 1977. One of the objectives of this Policy is to reduce through traffic on neighborhood streets.

You are absolutely correct in your statements about wasting fuel at unnecessary stops.

The City has approved a study by the Bureau of Traffic Engineering to look at the entire traffic signal system with the objective to minimize delays by interconnecting signals and providing master contracts at key locations.

Additionally, the Bureau has applied for a program to train some of its engineers in a computerized signal timing program technique. This will make the system as fuel efficient as possible, as well as reduce delay and air pollution.

It may appear that the neighborhood stop signs are directly in conflict with the objectives of signal work planned. Both fuel savings and preserving neighborhoods are important objectives and for some short trips it may be necessary for drivers to make more stops than they would like -- if they are using local streets.

Mr. V. G. Donkel

- 2 -

May 29, 1980

The improvements the City hopes to make on the arterial signal system should, when completed, more than compensate for these few stops on local streets.

Sincerely,

Connie McCreedy
Mayor

RCS:jjp

THE CITY OF
PORTLAND



OREGON

BEVERLY GEIGER

Assistant to
Mayor McCreedy
303 City Hall
Portland, Oregon 97204

Spec Wanted
What is cost
to Astoria?
Please prepare
Draft.

MEMORANDUM

TO: Don Bergstrom

DATE: May 16, 1980

FROM: Bev

Please prepare a draft response over
Mayor's signature. *(2) 1*

BG:bga
attachment

RECEIVED

MAY 19 1980

BUREAU OF
TRAFFIC ENGINEERING

WTM

*Dry out cost
into we did
in past &
Draft Reply
for Mayors Sq.*

*By
May 30
Please*

Dick

Sincerely
[Signature]
V.G. Don
4423 S.F
Portland

May 12, 1980

204

Mayor Connie McCready
1220 S.W. 5th
Portland, Oregon

RECEIVED
MAY 14 1980
MAYOR'S OFFICE

MAYOR	
EXEC. ASSI. II	
EXEC. ASSI. I	
COMM. ASST.	Ben
ADM. SEC.	

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Please give consideration to this problem, and make a majority happy, instead of pleasing a minority of residence.

Sincerely


V.G. Donkel
4423 S.E. Lexington
Portland, Oregon 97206



MEMO

Bureau
of
Traffic
Engineering

DATE 1/4/80
FROM Dick OF _____
TO DEB OF _____

<input type="checkbox"/> F.Y.I. & Return	<input type="checkbox"/> See Me	<input type="checkbox"/> CIRCULATE	<input type="checkbox"/> INITIAL & DATE
<input checked="" type="checkbox"/> F.Y.I. & File	<input type="checkbox"/> Comment	_____	_____
<input type="checkbox"/> Prepare Reply	<input type="checkbox"/> File	_____	_____
<input type="checkbox"/> Prepare Report	<input type="checkbox"/> Circulate	_____	_____

SUBJECT: Eastmoreland Stop Sign Costs -

MESSAGE: The attached sheets show Fuel Costs @
\$1.60/gal for stop locations in Eastmoreland.
Also there are calculations for Present,
all way stop, & signal costs for SE 27th
& Ryker.

REPLY: _____

& File

FUEL COST PER STOP SIGN (EASTMORELAND)

LOCATION	TRAFFIC DIRECTION	ADT	EXTRA GALS.	COST/DAY	COST/YEAR
WOODSTOCK BLVD. @ 28 th AVE.	W/Bd.	3,820	30.56	\$30.56	\$10,390 ⁴⁰
WOODSTOCK BLVD @ 32 nd AVE	E+W/Bd.	8,200	65.60	\$65.60	\$22,304 ⁰⁰

FUEL COST PER STOP SIGN (EAST MORELAND AREA)

LOCATION	TRAFFIC DIRECTION	ADT	EXTRA GALS.	COST/DAY	COST/YR (COST/DAY X 340)
TOLMAN @ 28 th	W/Bd	790	6.32	\$6.32	\$2,148 ⁸⁰
" @ 30 th	ETW/Bd	2510	20.08	20.08	6,827 ²⁰
" @ 32 nd	"	2450	19.60	19.60	6,664 ⁰⁰
" @ 36 th	"	2900	23.20	23.20	7,888 ⁰⁰
WOODSTOCK @ 28 th	W/Bd	3820	30.56	30.56	10,390 ⁴⁰
" @ 32 nd	ETW/Bd	8200	65.60	65.60	22,304 ⁰⁰
28 th @ BYBEE	N/Bd	300(est)	2.40	2.40	816 ⁰⁰
" @ KNAPP	N+S/Bd	535	4.28	4.28	1,455 ²⁰
" @ WOODSTOCK	N/Bd	2250	18.00	18.00	6,120 ⁰⁰
29 th @ BYBEE	N+S/Bd	160	1.28	1.28	435 ²⁰
" @ REX	N+S/Bd	150(est)	1.20	1.20	408 ⁰⁰
" @ TOLMAN	"	150(est)	1.20	1.20	408 ⁰⁰
30 th @ CRYSTAL SPRINGS	S/Bd	60	0.48	0.48	163 ²⁰
" @ REX	N+S/Bd	180(est)	1.44	1.44	489 ⁶⁰
" @ TOLMAN	"	150	1.20	1.20	408 ⁰⁰
31 st @ REX	"	180(est)	1.44	1.44	489 ⁶⁰
" @ TOLMAN	"	130(est)	1.04	1.04	353 ⁶⁰
32 nd @ BYBEE	"	150(est)	1.20	1.20	408 ⁰⁰
" @ REX	"	250(est)	2.00	2.00	680 ⁰⁰
" @ TOLMAN	"	720	5.76	5.76	1,958 ⁴⁰
" @ WOODSTOCK	N/Bd	1550	12.40	12.40	4,216 ⁰⁰
34 th @ CLAYBOURNE	N+S/Bd	250	2.00	2.00	680 ⁰⁰
" @ TOLMAN	"	400	3.20	3.20	1,088 ⁰⁰
35 th @ REX	"	200(est)	1.60	1.60	544 ⁰⁰
36 th @ BYBEE	N+S/Bd	755	6.04	6.04	2,053 ⁶⁰
" @ CRYSTAL SPRINGS	S/Bd	180(est)	1.44	1.44	489 ⁶⁰

FUEL COST PER STOP (EAST MORELAND AREA)

LOCATION	TRAFFIC DIRECTION	ADT	EXTRA GALS.	COST/DAY	COST/YEAR
BYBEE @ 29th	E/W/BQ	2150	17.20	\$17.20	\$5,848 ⁰⁰
@ 32nd	"	1600 ^(est)	12.80	12.80	4,352 ⁰⁰
@ 36th	"	1500 ^(est)	12.00	12.00	4,080 ⁰⁰
	—	—	—	—	—
LAYBOURNE @ 29th	W/BQ	250	2.00	2.00	680 ⁰⁰
" @ 32nd	E/W/BQ	280 ^(est)	2.24	2.24	761 ⁶⁰
" @ 34th	"	290	2.32	2.32	788 ⁸⁰
CRYSTAL SPRINGS @ 27th	N/S/BQ	2760	22.08	22.08	7,507 ²⁰
" @ 30th	E/W/BQ	1350	10.80	10.80	3,672 ⁰⁰
@ 36th	"	1550 ^(est)	12.40	12.40	4,216 ⁰⁰
@ 39th	"	1850	14.80	14.80	5,032 ⁰⁰
KNAPP @ 28th	"	1350 ^(est)	10.80	10.80	3,672 ⁰⁰
@ 32nd	"	1250 ^(est)	10.00	10.00	3,400 ⁰⁰
@ 36th	"	1400	11.20	11.20	3,808 ⁰⁰
LAMBERT @	—	—	—	—	—
REED COLLEGE PL	"	650	5.20	5.20	1,768 ⁰⁰
LAMBERT @ 36th	"	580	4.64	4.64	1,577 ⁶⁰
MARTINS @ 32nd	E/BQ	1510	12.08	12.08	4,107 ²⁰
REX @ 27th	W/BQ	490	3.92	3.92	1,332 ⁸⁰
" @ 32nd	E/W/BQ	780 ^(est)	6.24	6.24	2,121 ⁶⁰
" @ 35th	"	1060 ^(est)	8.48	8.48	2,883 ²⁰
REED COLL. PLACE @ BYBEE	N/S/BQ	950	7.60	7.60	2,584 ⁰⁰
" @ LAMBERT	"	650 ^(est)	5.20	5.20	1,768 ⁰⁰
@ TOLMAN	"	1000 ^(est)	8.00	8.00	2,720 ⁰⁰
@ WOODSTOCK	"	1100	8.80	8.80	2,992 ⁰⁰

FUEL COST PER STOP SIGN

(EASTMORELAND AREA)

LOCATION	TRAFFIC DIRECTION	ADT	EXTRA GALS	COST/DAY	COST/YEAR
36 th @ LAMBERT	N+S/BQ.	500(est)	4.00	\$4.00	\$1,360 ⁰⁰
" @ TOLMAN	"	730	5.84	5.84	1,985 ⁶⁰
37 th @ CRYSTAL SPRINGS	"	250(est)	2.00	2.00	680 ⁰⁰
39 th @ CRYSTAL SPRINGS	"	2000	16.00	16.00	5,440 ⁰⁰
" BYBEE	"	6870	54.96	54.96	18,686 ⁴⁰
" FLAVEL	"	4050	32.40	32.40	11,016 ⁰⁰
			=	=	=
TOTALS	-	-	563.60	\$563.60	\$191,626 ⁴⁰

FUEL COST FOR TRAFFIC CONTROL DEVICES AT THE INTERSECTION OF SE BYBEE BLVD AND 27th AVENUE

I. CURRENT COSTS
(STOP SIGN FOR 27th AVE N/BD. @ BYBEE BLVD.)

LOCATION	ADT	EXTRA GALS.	COST/DAY	COST/YEAR
27 th AVE N/BD	1,850 (est.)	14.8	\$14.80	\$5,032 ⁰⁰

II PROPOSED THREE-WAY STOP COSTS

LOCATION	ADT	EXTRA GALS.	COST/DAY	COST/YEAR
27 th AVE N/BD	1,850 (est.)	14.8	\$14.80	\$5,032 ⁰⁰
BYBEE E/BD.	8,650	69.2	\$69.20	\$23,528 ⁰⁰
BYBEE W/BD.	8,375	67.0	\$67.00	\$22,780 ⁰⁰
TOTALS	18,875	151.0	\$151.00	\$50,340 ⁰⁰

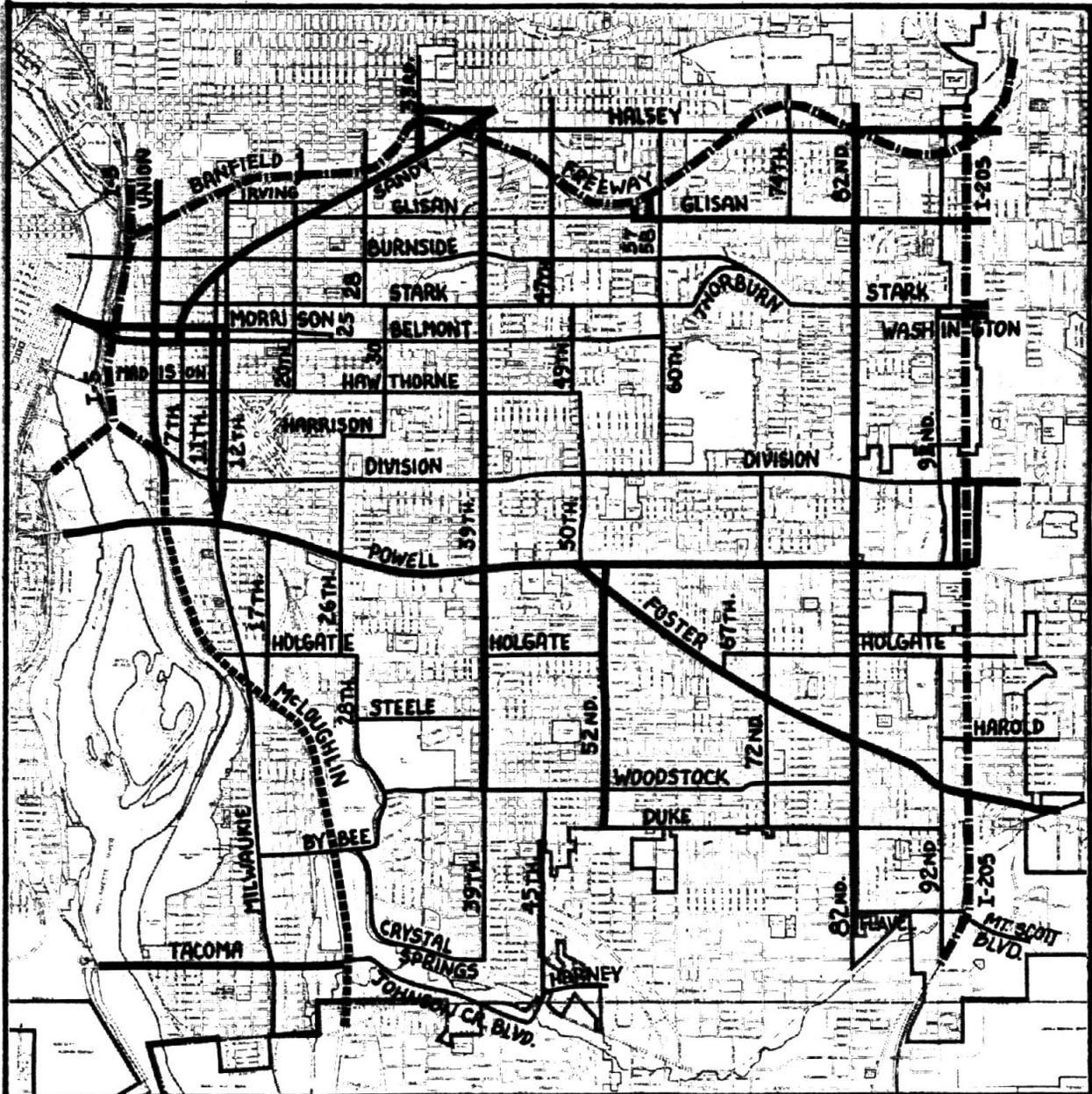
III PROPOSED SIGNALIZATION COSTS

LOCATION	ADT	EXTRA GALS.	COST/DAY	COST/YEAR
27 th AVE N/BD.	1,850 (est.)	4.82	\$4.82	\$1,638 ⁵⁵
BYBEE E/BD	8,650	22.53	\$22.53	\$7,661 ³¹
BYBEE W/BD	8,375	21.82	\$21.82	\$7,417 ⁷⁴
TOTALS	18,875	49.17	\$49.17	\$16,717 ⁶⁰

Figure 18



TRAFFIC STREETS SOUTHEAST



LEGEND

-  REGIONAL TRAFFICWAY
-  REGIONAL TRAFFICWAY AND MAJOR CITY TRAFFIC STREET
-  MAJOR CITY TRAFFIC STREET
-  NEIGHBORHOOD COLLECTOR STREET
-  ALL OTHERS LOCAL SERVICE STREETS

11,600
3,000

uKB3

THE CITY OF
PORTLAND



OREGON

June 16, 1980

CONNIE McCREADY
MAYOR

OFFICE OF
PLANNING AND
DEVELOPMENT

BUREAU OF TRAFFIC
ENGINEERING

D. E. BERGSTROM
CITY TRAFFIC ENGINEER

317 S.W. ALDER ST.
PORTLAND, OR 97204
(503) 248-4295

TO: All Neighborhood Associations
FROM: D. E. Bergstrom, City Traffic Engineer
SUBJECT: Neighborhood Stop Sign Warrants

The final resolution adopting the revised Manual on Uniform Traffic Control Devices, along with special warrants for Stop control for neighborhood streets, has been submitted to the City Council.

This resolution is scheduled for Council consideration on June 25, 1980.

We appreciate the comments and contributions that you have made on this resolution and believe it answers most of the concerns that we have received.

If you have any questions about this prior to Council consideration, please call Mr. Martini at 248-4295.

RCS:jjp

Encl.

URB3

June 10, 1980

MEMORANDUM

TO: Sandy Roberts, Office of Planning and Development

FROM: Richard C. Speer, Bureau of Traffic Engineering *RCS*

SUBJECT: Resolution adopting the revised Manual on Uniform Traffic Control Devices (1978) and special warrants for stop control for neighborhood streets.

Enclosed are copies of a memorandum to the Mayor and Council members explaining the proposed resolution, as well as copies of the resolution.

We would like this placed on the council calendar for June 25, 1980. This will give us time to notify the neighborhood associations so they can be present at the time this is discussed.

Please let us know if this date is available so that the notices to the neighborhoods will reflect the current date.

RCS/as

encl.

URB3

621 SW ALDER
CITY OF PORTLAND, OREGON
BUREAU OF STREET &
STRUCTURAL ENGINEERING

MEMO

TO B122 STARK / B133 OF Traffic Engineering
FROM Larry Nordholm OF HCD Engineering
DATE 6/25/80
SUBJECT Lents II

MESSAGE This is to confirm our 7/1/80, 9AM
meeting (Rm 606) to discuss street
widths within the Lents II project. A map
showing the streets within that project
is attached.

STARK
W/ET
W/K

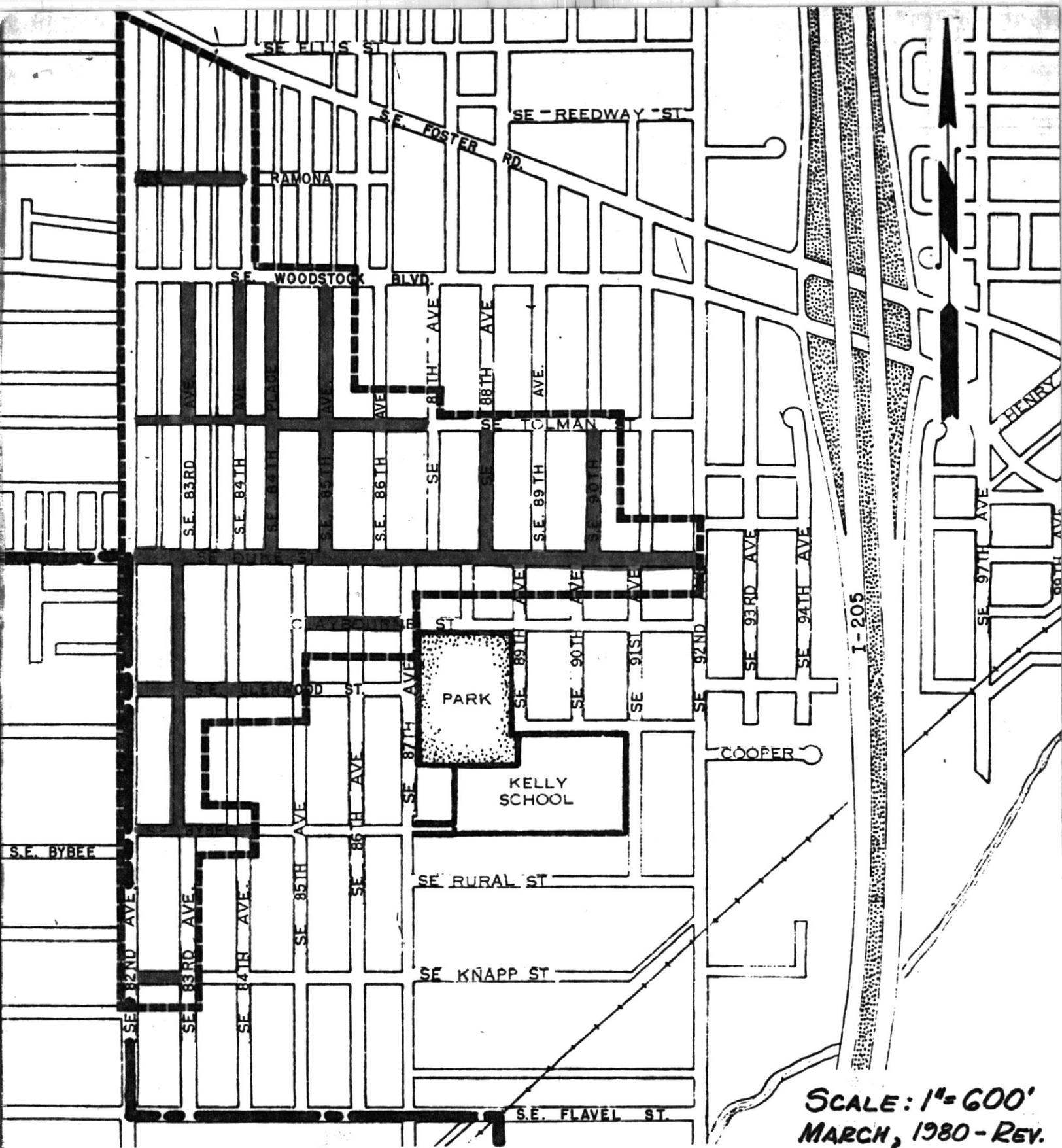
RECEIVED

JUN 25 1980

BUREAU OF
TRAFFIC ENGINEERING

Larry Nordholm
x 4653

COPIES TO:



SCALE: 1" = 600'
 MARCH, 1980 - REV.

**PROPOSED
 LENT'S DISTRICT II
 H.C.D. STREET IMPROVEMENT PROJECT
 ESTIMATED 12,500 L.F. (2.4 MILES)
 INCL. REQUIRED STORM DRAINAGE FACILITIES**

uRB3



July 11, 1980

INTEROFFICE MEMORANDUM

CONNIE McCREADY
MAYOR

OFFICE OF
PLANNING AND
DEVELOPMENT

BUREAU OF TRAFFIC
ENGINEERING

D.E. BERGSTROM
CITY TRAFFIC ENGINEER

317 S.W. ALDER ST.
PORTLAND, OR 97204
(503) 248-4295

TO: All Neighborhood Associations

FROM: Bureau of Traffic Engineering

SUBJECT: Project Status

In an effort to keep the neighborhood associations up to date on the progress of various Bureau of Traffic Engineering projects, we have prepared the attached list.

The list shows the estimated completion date (when it is reasonable to make this estimate), and the status of each project.

We plan on updating this list every three months.

If you have any questions or comments about these projects please call:

Signal Projects -----Jim Wilson 248-4295
 Diverter Projects-----Mario Martini 248-4295.

MJM:mc

Encl.

cc: Office of Neighborhood Associations

OFFICE OF
Connie McCreedy
MAYOR



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

THE CITY OF
PORTLAND, OREGON

April 28, 1980

Ms. Mary Vistica
1131 S.W. Montgomery #505
Portland, OR 97201

Dear Ms. Vistica,

I appreciate your concern over the proposed Residential Parking Permit Program in the Gander Ridge area. Unfortunately, quite often when an attempt is made to resolve one neighborhood's parking problems the resulting solution will have some adverse effect on other citizens. The purpose of the parking permit program is to provide adequate parking space for residents in the area in which they reside and discourage parking created from outside commuter (or student, in this case) traffic.

I have been informed by the Bureau of Traffic Engineering that you have been consistently advised of the activities in the Gander Ridge area and did attend a public meeting on the subject on March 27, 1980. I trust that Traffic Engineering will continue to solicit your activity and involvement in this program with the hopes that if possible your area of residence will be included in the Parking Permit Program. However, I can not guarantee that at this time.

Whatever the outcome of the proposed Gander Ridge program, the final decision to proceed can only be done so by City Council authorization. If you still feel at that time that your rights are being violated I suggest you exercise your right as a citizen and air your views at the Council hearing.

You must remember that one of the main goals of the city is to improve livability of our residential areas and the Residential Parking Permit Program is a definite step in that area. I again thank you for your concern and look forward to the outcome of the trial program.

Sincerely,

Connie McCreedy
Mayor, City of Portland

CM/as

cc: Charles J. Masco, Bureau of Traffic Engineering

4RB3

RECEIVED
MAY 5 1980
BUREAU OF
TRAFFIC ENGINEERING

AR B3

Drum

April 3, 1980

TO: BUSINESSMEN IN LOWER ALBINA INDUSTRIAL DISTRICT

FROM: DAVE BECKER, PRESIDENT LOWER ALBINA COUNCIL

SUBJECT: REVIEW OF ACTIONS/DEVELOPMENT WITH THE LOWER ALBINA COUNCIL

In the last few months the Board of the Council has been involved in a number of decisions; new projects have been undertaken and activity has generally increased. This letter is to keep you abreast of recent developments.

- o The Lower Albina Council has taken a position on zoning in the area, recommending that the current M1 (heavy manufacturing) and M2 (general manufacturing) designations not be changed under the proposed Comprehensive Plan. The Bureau of Planning staff has agreed to retain Lower Albina current zoning for its final draft of the Comp. Plan.
- o Dave Becker of Ray F. Becker Co. has been elected President to replace Steve Murawski, Coast Marine Construction. Steve will remain on the Board as an active member. Gary Pullen, Oregon Retainer, is now Vice President.
- o The Bureau of Economic Development announced the availability of a \$1.3 million industrial site development fund. Money will be targeted to three areas including Lower Albina. Use of money is flexible, and will be used to help retain in-City businesses and attract new business. Local businesses are invited to submit proposals. The Requests for Proposals can be obtained from Jeff Pyle, Bureau of Economic Development, 620 S.W. 5th, Room 610, Portland, Oregon, 97204, 248-4293.
- o Bureau of Economic Development staff has mapped vacant land, vacant and partially vacant buildings and underutilized land with improvements below \$2,500 to ascertain new expansion and development opportunities in the District. The majority of such land can be found on and in the vicinity of N. Russell Street from Interstate Avenue to Kerby.
- o In March it was discovered that the City's Bureau of Fleet Management had submitted a proposal to City Council to buy 8 lots on the south side of Tillamook Street between Kerby and Interstate. Potentially affected by this transaction would be E.J. Bartell's, Kenton Aluminum Brass Foundry, Master Chemical Inc. and a Triangle Mills parking lot. Both the Lower Albina Council and BED staff oppose this action on the grounds that the purchase would usurp needed manufacturing land in the City, decrease the City's tax base, and disturb long-term businesses. We will be testifying before Council budget hearings on this matter April 11th in City Hall. The LAC was adamant on the point that the City not exercise its powers of eminent domain, but only buy land on a willing buyer-willing seller basis.
- o For the month of April, the Board of the Lower Albina Council will hold sessions to develop broad policy direction for the Lower Albina District. These proposed policies, accompanied by a set of priority projects, will be brought to the general membership for review, and discussion sometime in May. Copies of the policies will be available to the membership at least one week prior to the meeting.

City of Portland
Bureau of Economic Development
620 S.W. 5th, Room 610
Portland, Oregon 97204

Bulk Rate
U.S. Postage
PAID
Portland, Or.
Permit No.653



Tom Neely
Traffic Engineering
420 S.W. Main St.
Portland, OR 97204

Drum

o The Lower Albina Council has agreed to expend some of its budget on a consulting contract to assess current traffic, circulation, parking, loading, and railroad crossing problems; to obtain a projection of traffic impacts in the area once the Greeley I-5 ramps are open; an assessment of the interim traffic problems between the time Mock's Bottom opens and the Greeley I-5 ramps are completed; and a list of prioritized improvements based on these findings.

o Of a total \$45,000 planning allocation made to the Lower Albina Council, 25% or \$11,700 must be contributed by the businesses in the Lower Albina District. To date the Council has raised \$5,658 of this sum. Major contributors have been: Union Pacific Railroad, Kaiser, Fabri-Valve, the Portland Public Schools and the City of Portland Bureau of Maintenance, Stanton Yards. Any firm out there who has not yet contributed is urged to do so, by sending their contribution to: Lower Albina Council P.O. Box 4506, Portland, Oregon, 97208.

Duane R. Hunting

ZIMMER·GUNSUL·FRASCA PARTNERSHIP

Architecture/Planning/Interior Design

111 S.W. Oak Portland, Oregon 97204

503/224-3860

URB3

ROSE CITY PARK NEIGHBORHOOD ASSOCIATION
2430 NE 61st Avenue, Portland, OR 97213

February 26, 1980

City of Portland
Traffic Engineering
420 SW Main Street
Portland, OR 97204

Gentlemen:

The enclosed petition request the installation of a "NO PARKING" sign on the west side of NE 49th Avenue, south of NE Sandy Blvd. to the intersection of NE Tillamook Street.

The Neighborhood Association supports these citizens in their effort to control the traffic and parking problems on this narrow residential street. The limitation as to current zoning requirements for adequate off-street parking near established residential land use is a prime source for property owner irritation in the Rose City Park area.

We respectfully request your immediate assistance in providing the proper number of "NO PARKING AT ANYTIME" signs to halt this commercial parking infrengment within our residential streets.

Sincerely,
Rose City Park Neighborhood Association

Duane R. Hunting
Duane R. Hunting, Chairperson
284-8666

cc: Bureau Of Buildings (Street Use)
Neighborhood Environment (Traffic)

TR 9430

⑦ WO 31052+3

To: City of Portland Traffic Engineers.

From: Property owners on the 2100-2200 Block of N.E. 49th Ave., Hollywood District, Portland, Oregon.

We, the following named owners of the property as shown by listed by listed addresses, do, hereby petition the City of Portland Traffic Engineers to post the West Side of N.E. 49th Ave. as "NO PARKING AT ANYTIME" from the corner of the intersection of N.E. Sandy Blvd., N.E. Thompson St., and N.E. 49th Ave. the entire length of the Bill Hayes property which is located on the west side of 49th Ave.

The reason that this request is being made is because 49th ave. is only 24 feet wide and the tenants, their employees and customers of the Hayes Plaza by their parking their vehicles on the street have made living and traffic condition intolerable.

It is also to be noted that Bill Hayes did not fulfill the terms of the petition that he circulated to we, the property owners, in order to obtain a building permit to build this office building in a primarily a residential district.

Alvin E Hunter
In Charge
David Hadley
Ferdinand Gruber
NO DW.

2227 NE 49 Ave Portland Ore 97213
2208 N.E. 49 AVE PORTLAND, ORE. 97213
2216 N.E. 49 AVE PORTLAND, OR. 97213
2232 N.E. 49 Ave Portland Or 97213

TR 9430

WO 31052+3

ARB3

May 2, 1980

Don Bergstrom

Dick Speer

Yesterday I met with the Lents Fair Share group and discussed with them the delay in the installation of the signal at 92nd and Harold.

After that, we went into a number of things which I committed to doing.

1. To take a look at the east and westbound left turns at 82nd and Foster and 82nd and Holgate and to call Sherry Winter, 760-3132 by Monday May 19 and let her know whether we recommend special left turn phase.
2. I also agreed that we would take a look at 101st and Mt. Scott Blvd. The complaint was that downhill traffic can't see 101st traffic because of trees. I didn't understand whether they were saying trees out over the roadway or trees at the side of the roadway.
3. They also mentioned the same problem at 112th and Mt. Scott. I told them I thought that was outside the City. Someone needs to check that and if it is outside, we should call Bob Johnson of the County and give him this information.
4. Promised to take a look at the hedge on the S. E. corner of 100th and Steel that apparently is blocking visibility.

The group had two other major concerns. One was a request for a pedestrian light or some type of control at 84th and Holgate. I asked them and they agreed to get together and to list all of their concerns and all of the problems that they see at this intersection and then give us a written request which would explain the problem.

They also agreed to do the same thing for 92nd and Schiller because of a problem of youngsters at Lents Park during Little League season going back and forth across 92nd Avenue to a Kay's Grocery Store for pop or candy, etc. Here again, they are going to give us a growing list of concerns.

- 2 -

After we've taken a look at these two locations, I would like to keep in mind in terms of funding two possibilities - HCD funds for both of these locations if something is recommended and as far as the 84th and Holgate location, I think we ought to take a hard look at getting the Eastgate or Eastport Shopping Center to kick in part or all of the funds for whatever control we might recommend.

Would you see that the work on 82nd and Foster and Holgate is done and then I would like to see this prior to Sheery Winters being called on the 19th.

Thanks.

DEB:jjp

CRB3

April 25, 1980

MEMORANDUM

TO: Shirley Tanzer
Assistant to the Mayor

FROM: Mario Martini

SUBJECT: Southeast Uplift Traffic Concerns

Following is the information you requested in your memo of April 22:

Powell Blvd.:

Rough conditions on Powell. Chuck Lobaugh, OSHD Resident Engineer, indicates project is still under contract and has not been accepted. There were several poor paving spots which have been ground off and resurfaced. OSHD is not aware of any particular spots but would be happy to investigate any complaints. Work is underway now on concrete islands. Island at 36th/36th Pl. has been cut back on west end. All nosing lights are being replaced with Crouse Hinds lights, which will lower the height of island from original design and provide lights which will not sustain damage from vehicles striking them.

Parking and Traffic

39th/Hawthorne - Parking overflow in residential neighborhoods created by businesses exists throughout many areas of southeast. Any specific complaint areas will be investigated by Charlie Masco and Parking Control.

Sellwood: The intersection of 17th/Tacoma is over capacity. Additional lanes plus 8-phase signal are required, which would necessitate additional Right-of-way to widen street. Off-street parking would need to be developed for the on-street parking, which would be displaced. The proposed improvement of S. E. McLoughlin Blvd. should help relieve some of the congestion on S. E. 17th Avenue and Tacoma.

Marion/Linn/13th - The Tri-Met bus will be rerouted over Umatilla - 17th - Linn and 13th on Wednesday, April 30. The Sellwood-Moreland Improvement League is in the process of surveying the area bounded by 11th - Manchester Pl. - 19th and Spokane in an attempt to get a 50% majority favoring a 90-day trial for the following:

1. One-way east on Linn between 16th Pl. and 17th.
2. One-way west on Linn between 14th and 13th.
3. No left turn between 7:00 a.m. and 9:00 a.m. for northbound traffic on 17th from Linn to Tacoma St.
4. No left turn 4:00 - 6:00 p.m. for southbound traffic on 13th from Tacoma to Linn.

92nd/Foster - is over capacity and some relief will be provided when I-205 is extended north to Powell Blvd. City should insist that this section be opened as soon as completed. The problem will not be completely resolved until additional right-of-way is acquired on 92nd between Woodstock Blvd. and a point 300 ft. north of Foster. Temporary signals are being installed at 92nd and Harold.

Maple/Hawthorne - The Junior Achievement at 1426 S. E. Hawthorne is located in an area with heavy on-street parking and 4 lanes of heavy traffic. The side streets, such as Maple, are very narrow with heavy employee parking. The only long range solution is for the businesses to get together in an attempt to develop off-street parking facilities.

North-South Bus Transportation - Andy Anderson, Tri-Met, indicates the only plan now for north-south service is the #70 line, which will run from the City of Milwaukie via 17th to the Lloyd Center, then on to Swan Island. This run is scheduled to commence in June. No other north-south runs are contemplated until the arrival of new buses.

Ladd Circle - We have met with the Hosford-Abernethy Neighborhood Development on several occasions regarding traffic in general in the Ladd neighborhood. Traffic on Ladd (5,500 per day north of Ladd Circle) and on Harrison (3,000 per day east of the circle) is comparatively low when compared with 17,000 per day on Hawthorne. We have indicated during the Division Corridor Study that we are reviewing the possibility of diverting traffic from their area, particularly Ladd Avenue. This, however, should not be attempted until

Powell Blvd. (Phase II) is completed, I-205 is extended to the river and the Banfield Light Rail Project is completed.

Tri-Met Employee Parking in Brooklyn Neighborhood - Tri-Met will soon have their off-street parking lot completed on 17th Avenue. The Parking Control section of Traffic Engineering plans to review this neighborhood in July after the parking lot is fully developed, to determine if a neighborhood parking problem exists at that time.

92nd/Harold - Stanton Yard will commence work on April 28, 1980 to install a temporary traffic signal to serve until a new signal is installed by a contractor.

Sidewalk Inspection on Foster Rd. - Any complaints about sidewalk inspectors should be directed to Richard Schmidt, Bureau of Maintenance.

Bike Path - Gladstone to Woodstock. Jan Schaeffer, Street and Structural Engineering, is in charge of this project. This bike path was proposed to connect with a path on Woodstock east of 41st. The Woodstock Neighborhood Association contact, John McCabe, indicates they have not yet decided whether to go for a bike path or a 2-way left turn lane on Woodstock between 43rd and 47th to facilitate left turns in the business area. They will contact S. E. Uplift to arrange for a meeting with the business community on this matter.

Jan indicates the 41st/42nd bike route is in the alternative transportation budget for 80-81. It does involve some parking removal, which will require approval of the affected property owners.

WES:jjp

4RB3

April 8, 1980

MEMORANDUM

TO: Maggie Sperling, Bureau of Economic Development

FROM: Mario J. Martini, Bureau of Traffic Engineering

RE: Traffic Study, Albino Industrial Area

Make Bauer of this bureau has reviewed the proposed traffic study for the above area. Attached is a rough outline of what we feel would be the work done by this bureau as part of this study.

Because of the amount of data needed to be obtained manually we estimate the cost of our work to be approximately \$3,000. As noted we would need expertise from the Bureau of Street and Structural Engineering, as to roadway improvements needed and cost of these improvements.

We feel the work outlined could be done by May 31, 1980. We could supply you with data as it became available, however, it is not realistic to expect the entire study completed before May 31st date.

This bureau is prepared to begin this study as soon as we can be assured the funding will be committed to this project.

If you have any questions about the study as outlined, or feel it should examine other traffic aspects, please contact this bureau and we will discuss it.

MJM/MWB/as

enclosure

BUREAU OF TRAFFIC ENGINEERING
INTRA-OFFICE ROUTE SLIP

FROM

Dick

DATE

Apr 7, 80

STAFF

CIRCULATE

BAUER

INITIAL

BERGSTROM

FILE

BOLLING

FOR YOUR INFORMATION

BURDETTE

FOR YOUR APPROVAL

BUTTENHAM

ORDER

CHADIMA

PREPARE ANSWER (DRAFT)

CHOATE

RETURN TO _____

DAVIS

SEE ME

DORN

INVESTIGATE AND REPORT

EVANS

PLEASE PROCESS

FRANKLIN

PLEASE ATTEND

HASSETT

REVIEW AND COMMENT

JAMES

PLEASE DISCUSS WITH ME

JAPPORT

KNUDSON

KOENIG

LOOMIS

MAGIN

MARTINI

MASCO

MASON

MUIR

NEELY

NISHIKAWA

NOZAKI

PARKS

PHELAN

SCHOMANN

SPEER

STARK

WEBER

WETMORE

WILSON, JIM

WILSON, MAURY

*Send letter back
to Maggie & ask
for a commitment
from her on \$3000
so we can be
assured of funding
- then we can
proceed.*

PARKING PATROL DIVISION

ARB3

Bower

THE CITY OF
PORTLAND



OREGON

CONNIE McCREADY
MAYOR

OFFICE OF
PLANNING AND
DEVELOPMENT

BUREAU OF
ECONOMIC
DEVELOPMENT

JOHN M. WIGHT
DIRECTOR

620 S.W. FIFTH AVE.
PORTLAND, OREGON 97204
(503) 248-4293

April 3, 1980

Memorandum

To: Mike Bower, Traffic Engineering

From: Maggie Sperling, Bureau of Economic Development ^{HTS}

Re: Traffic Circulation, Parking and Loading Study for Lower Albina Industrial Area

The Bureau of Economic Development is working actively with the businessmen and industrialists in the Lower Albina Industrial Area (enclosed map shows the boundaries). Since the area is bisected by railroad lines, street blockage is a major concern. When the trains are going through, trucks and cars must wait as long as twenty minutes to get onto Interstate. The businesses are interested in the cost and feasibility of building an auto-truck overpass over the tracks. Additionally, the density of industrial development is quite high, and as the area developed quite early in the City's history, there is a noticeable lack of off-street loading facilities, ergo, trucks often block the streets. The street pattern further compounds the problem. East of Interstate there are few direct streets which can feed onto Interstate. Russell is the notable exception.

As I mentioned on the phone, there is interest building in redevelopment of Russell Street, primarily at this point for commercial use. Therefore, circulation and parking will have to be examined especially carefully on Russell Street.

What I would like to know is how long and how expensive it would be for you to do a general traffic study of the Lower Albina Industrial District. Minimally, the study would include:

- o An examination and analysis of current traffic counts, parking, circulation patterns, loading problems, and an identification of streets which need to be improved because of poor long-term maintenance

o An analysis of possible traffic pattern changes which will occur when the Greeley-I-5 ramps are opened to Swan Island

RECEIVED

APR 4 1980

**BUREAU OF
TRAFFIC ENGINEERING**

albina industrial district



4/7/80

To File

Twice

I called Casey ↑
& Tried to find
out if there was
any things we needed
to do at present
Time. No call
back

D

File

BUREAU OF TRAFFIC ENGINEERING
INTRA-OFFICE ROUTE SLIP

FROM

Dick

DATE

Mar. 27, 80

STAFF

BAUER

BERGSTROM

BOLLING

BURDETTE

BUTTENHAM

CHADIMA

CHOATE

DAVIS

DORN

EVANS

FRANKLIN

HASSETT

JAMES

JAPPURT

KNUDSON

KOENIG

LOOMIS

MAGIN

MARTINI

MASCO

MASON

MUIR

NEELY

NISHIKAWA

NOZAKI

PARKS

PHELAN

SCHOMANN

SPEER

STARK

WEBER

WETMORE

WILSON, JIM

WILSON, MAURY

PARKING PATROL DIVISION

CIRCULATE

INITIAL

FILE

FOR YOUR INFORMATION

FOR YOUR APPROVAL

ORDER

PREPARE ANSWER (DRAFT)

RETURN TO _____

SEE ME

INVESTIGATE AND REPORT

PLEASE PROCESS

PLEASE ATTEND

REVIEW AND COMMENT

PLEASE DISCUSS WITH ME

Called Steve D. -

he hadn't received copy

(sent him copy)

Called Casey & Explained

we hadn't Rec Copy -

that's all she wanted

to know - she did

not request any

report at this time.

Call Steve P or Casey ~~Lucas~~ ~~Alford~~
4254

Dick 3/21

I need to
see you on this
Mon 3/24.

Have we received
any petition
on this

NO

Washington Park Draft
concept only.

Copy to Steve 0 3/25

from the office of
CONNIE McCREADY
Room 303, City Hall
Portland, Oregon 97204

MAYOR

RECEIVED

MAR 21 1980

BUREAU OF
TRAFFIC ENGINEERING

ARB
Date 3/20/80 *ARB3-0*

To: 1. Don Bergstrom
2. Traffic Engineer
3. _____

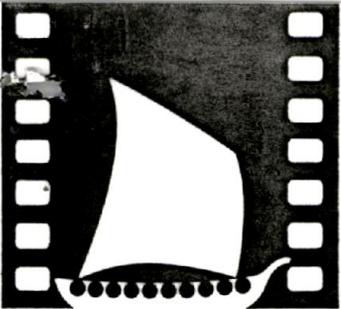
Check:	_____ Answer	_____ Investigate and Report	<input checked="" type="checkbox"/> Note and Comment
	_____ Answer for Mayor's Signature	_____ Prepare Ordinance	_____ Note and Confer
	_____ Approval Requested	_____ Proc.—Resolution	_____ Note and File
	_____ For Your Information	_____ Necessary Action	_____ Note and Return

Comments: Please provide me with any information or thoughts you have on the attached correspondence. I expect to hear from Mr. deWeese upon his return to Portland so I would appreciate your response by March 28th.

Thanks for your assistance, Don.

Casby

URB3-0



odyssey
productions inc.

RECEIVED
MAR 11 1980
MAYOR'S OFFICE

MAYOR	
PL. ASST.	
PL. ASST.	
CLERK	
ADM. ASST.	
ADM. SEC.	

March 7, 1980

The Honorable Connie McCreedy
City of Portland
1220 S. W. Fifth Avenue
Room 303
Portland, Oregon 97204

Subject: Arlington Heights Neighborhood Association
Traffic Committee

Dear Connie:

The purpose of this letter is to alert you to the "Traffic" petition which may be submitted to you by the Traffic Committee of the Arlington Heights Neighborhood Association.

The following observations are submitted for your consideration:

1. The "Traffic Committee" prepared the attached notice and petition action without a meeting of either the members or the officers of the Neighborhood Association.
2. The notice was not sent to all residents, and there is evidence that a number of residents were deliberately omitted from the mailing. This has occurred in prior instances.
3. The "Traffic Committee" used public funds illegally to send this mailing, because it had no specific authorization to do so, and some residents were not included because of their opposition to the subject of this petition.
4. The "Committee" is dominated by two or three individuals who are obsessed with the problem of their own street, without concern for the rights of all citizens of Portland whose taxes paid for the streets and park involved.

RECEIVED
MAR 21 1980
BUREAU OF
ENGINEERING

Mayor Connie McCready

March 7, 1980

Page 2 -

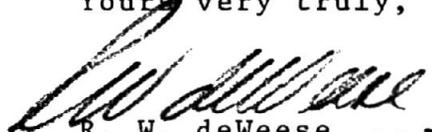
5. The important views of the medical profession, the fire department, the police department, the Washington Park Study Council, and many residents are ignored or put aside by the articulate and persistent minority which speaks regarding the Arlington Heights traffic patterns.

I urge you not to act upon this matter without a major investigation of the actions of the past two years.

The entire subject has been exaggerated and enflamed by the persistence of a very few biased individuals who wish to make their own street a private thoroughfare.

Heaven help the City of Portland and the City Council if every neighborhood association spent public funds and your precious time to close public streets for their own convenience.

Yours very truly,


R. W. deWeese (e)
President

RWdW:c

P.S. I shall be away from the city until April 2nd.
I will gladly discuss this with you after my return.
It is actually a nuisance and shouldn't waste your time.

cc: Commissioner Mildred Schwab
Commissioner Frank Ivancie

PORTLAND HEIGHTS NEIGHBORHOOD ASSOCIATION
Neighborhoods West/Northwest
1000 S. W. 23rd Avenue
Portland, Oregon 97210

NON-PROFIT ORG.
U.S. Postage
P A I D
Portland, OR
Permit No. 449

Mr. Albert R. Allen
2620 S. W. Tichner Dr.
Portland, Or. 97201

ARLINGTON HEIGHTS NEIGHBORHOOD ASSOCIATION
Neighborhoods West, Northwest
817 Northwest 23rd
Portland, Oregon 97210

Dear Neighbor:

Our traffic problems continue unabated. Within the last three months, two speeding cars have hurtled out of control while traveling through Arlington Heights. One car smashed through a fence and the other hit three parked cars and drove a hole through the front of Ann Camp's house. Because of these and other problems, one of your neighbors will be coming to your home on Saturday, March 1 to visit with you and to solicit your support for the following petition.

ARLINGTON HEIGHTS NEIGHBORHOOD TRAFFIC PETITION

BACKGROUND: Large volumes of park and commuter traffic travel through Arlington Heights creating unacceptable safety conditions, noise levels, rowdyism, vandalism and congested parking on neighborhood streets. Studies indicate that park use and commuter traffic from Washington County will double in the next two decades. Without careful planning and comprehensive action, this increase will worsen already intolerable conditions.

A Master Plan study of the entire Washington Park area is currently underway. The professional consultants, in conjunction with a citizens steering committee and technical advisory committee, have proposed alternatives to solve the traffic problems of Arlington Heights.

Our neighborhood has already achieved improved Tri-Met bus service to Arlington Heights. The proposed improvement of the Burnside-Tichner intersection has been authorized and will be completed in the next several years.

PETITION - We, the undersigned, therefore support:

1. Continued transit access to the neighborhood.
2. Early completion of the Burnside-Tichner intersection improvements.
3. Permanent closure of the connection between Marconi and Rose Garden Blvd.
4. The installation of a traffic diverter between Sacajawea Blvd. and Park Place, open only to buses and emergency vehicles.
5. The installation of a traffic diverter at Fairview Blvd. and Knights Blvd. and the installation of speed bumps on Fairview Blvd.
6. Night closure of the Park during the hours when it is already legally closed.

Your traffic committee is hopeful that strong neighborhood response will convince the city council to implement a workable and permanent solution to our traffic problems. We look forward to talking with you on Saturday, March 1.

Thank you for your continued interest and involvement in the Arlington Heights Neighborhood Association.

Arlington Heights Neighborhood
Association - Traffic Committee

A MESSAGE TO THE PEOPLE OF ARLINGTON HEIGHTS

All residents of Arlington Heights should be aware of the fact that some rather sweeping changes of the area's roads are being proposed. The driving force behind the changes is an attempt by some to curb the allegedly "high volume" of traffic that goes "through" the neighborhood and the "high" incidence of "outsiders" dangerously or annoyingly operating vehicles in the area. Before any action is taken, the problem should be carefully studied from a factual and not emotional viewpoint.

Perhaps the best place to start is with the issue of "commuter traffic". This point was brought up some time ago by people living on some of the more heavily traveled streets, Fairview Boulevard, Kingston Avenue, and Marconi Avenue. Without a doubt, traffic on these streets during the morning and early evening hours can be classified as commuter traffic for the most part. Where do many of these commuters live? In Arlington Heights or very closely surrounding areas! I am sure that at times others from far outside the neighborhood who usually use Canyon Road or Burnside have used "our" streets, but before you say "ah ha!" and consider this as a valid argument for closing streets to through traffic, consider how many times you have detoured through a residential neighborhood to avoid a traffic jam or other congestion. How about a traffic diverter in Hoyt Arboretum to cut off 'commuter traffic from Washington County'? They will (assuming there are that many outside commuters now) simply take the zoo exit rather than Sylvan from Canyon Road. Before attempting to stop others from some action, it is wise to think about what would happen if the roles were reversed.

What about the large number of residents in our neighborhood who travel mostly to the Beaverton area? The transit service for those persons is rather poor.

Not too long ago, data was presented to the neighborhood residents concerning the traffic volumes measured on area streets along with inferred conclusions as to the origins of the traffic and its growth during the next several years. I and others believe that we cannot take the data and conclusions presented as being 100% reliable. The results of any study are subject to deviations from the true values that are desired to be measured and measurements must be carefully taken so as to minimize the deviations (they can never be reduced to zero!). Duration of the measurement interval is one such factor and one must realize that setting up a traffic counter for 72 hours during one or two weeks of the year may not be entirely representative of the neighborhood's traffic patterns throughout the year. While modern traffic engineering studies do take into account deviations from the actual with such things as statistical confidence levels, these required pieces of data have been left off of the information distributed to the residents of the neighborhood. Would one be as willing to accept the conclusions of a report if the numbers were known to be subject to variation by as much as plus or minus 25% (or worse!)?

Also, numbers such as "internally generated trips" used to screen out the "through traffic" numbers are not measured directly by observing the actual paths of vehicles but are educated guesses based on in some cases "text book" studies. Traffic engineering reports should be used only as one piece of information in making a decision such as the one we are about to attempt. The data should be more carefully weighed along with other factual information and observations.

How about noisy cars? Have you been awakened recently by a loud engine roaring up the street? Sure, there have been some summer evenings (and winter too) that a number of loud cars have raced up and down the hill several times. Will putting a traffic diverter at Knights Boulevard and Fairview (in Hoyt Park) eliminate this? Probably not, since those individuals who are out joy riding are not usually interested in reaching some destination, they are simply out for the ride and a dead end street or detour really means nothing to them other than that they must backtrack through the neighborhood again! The next time you hear an annoyingly loud automobile, take the time to look at it carefully. When you are driving in the area take a look at some of the parked cars, chances are good that you'll find some of those noisy autos parked at homes right here in our own neighborhood! Stop signs and turn signals are often forgotten by many driving in our neighborhood and a little observation will show anyone that those in violation are not always from the "outside". As was mentioned by a representative of the police force some time back, a ticketing campaign in a neighborhood as requested by the residents ended up with many of the citations issued to residents of the area!

The implied and often posted legal speed limit in residential areas is 25 miles per hour. I have been tail-gated by other residents of the neighborhood while travelling at the 25 MPH speed limit and have even been passed on roadways with restricted visibility. Think about it the next time you are driving in any residential area - Is the way you are driving the way you would want others to drive in your neighborhood? We have residents in Arlington Heights that park facing the wrong way, park on the sidewalk, park in posted "No Parking" zones, and those who park in legal yet very unsafe locations (often, but not always, with much safer locations just yards away!) We have those who take corners on the wrong side or in the center of the street. Look carefully the next time you witness one of these actions, the people often involved are not always outsiders, they are residents of our own neighborhood and in some cases friends of residents.

Concerning pedestrians. . . It is true that unsafe drivers can be an extreme hazard for those walking, running, or cycling in any area, but it is the responsibility of all street and sidewalk users to show some common sense. It is extremely dangerous to jog down the center of a street especially through blind corners, yet there are some who insist on this practice. It may be possible for the driver to stop in time to avoid hitting the "jayjogger", but what happens if the driver's attention is diverted momentarily to the loose dog (I thought we had a leash law!) that is running down the side of the street?

The solutions to these and other problems that face our neighborhood are not simple. Perhaps simple awareness and thought on the part of all will help solve many of the problems. There are many new residents that have joined our area in the past few years and more on the way judging from the construction of a number of new homes. We must all work together to solve the problems. Most importantly, we must think wisely and objectively and not bow to the emotions of a few, whose major objective, for example, is the closure of Marconi Avenue. Such a closure will not likely reduce traffic on Kingston or Fairview at all. Eliminating the Washington Park route will force all access to and from Arlington Heights onto the already congested West Burnside Street (and not just at the intersection of Burnside and Tichner.)

Will speed bumps work? More than one bicycle rider who has taken a nasty spill and the small import car driver who has hit bottom while taking one slowly might disagree about its usefulness. Will "Busses and Emergency Only" lanes work? They may work well in busy areas where violations are readily noticed, but the squirrel at 2 AM is not likely to pay attention to signs when there is no one to stop him. (Stop signs don't work for those people, why should anything else?) Police patrols could stop them you say? The police could stop them now! Would park closures after dark help? Maybe. Remember that you may not be able to use the parks also! Street closings? Fine, but drivers are now racing up and down dead end streets even with "Dead End" signs posted and the streets in and out of the neighborhood that remain will show increases in traffic. What happens if an emergency vehicle takes an additional three minutes getting to a heart attack victim? What about the residents from the Upper Highlands Neighborhood Association that adjoins us next to Hoyt Arboretum? Have they been consulted? We must remember that others in the City of Portland pay taxes also to maintain streets, parks, and other public facilities and they have a right to make reasonable use of them just as we have the right to use parks and streets in other sections of the city.

There is no simple solution to most problems, especially those that have been identified by the Arlington Heights Neighborhood Traffic Committee. The solutions proposed may benefit a few while greatly damaging the livability of this fine neighborhood for others. We are closely located to several good educational and cultural facilities which may add to the problem. Why must a minority of individuals repeatedly propose such things as street closures as the only solution? Moving those facilities is also not a feasible or desirable solution. Those living next to the parks or on "busy" streets should accept some increased level of travel by others unless they choose to ignore the fact that our streets and parks are public domain for the good of all people.

You may be approached in the coming weeks and asked to sign a petition demanding that the city implement several drastic changes. Please give this matter some deep thought before accepting

the "solutions" proposed by a rather small group of our neighborhood community. The changes proposed may in reality only benefit a very limited number of people.

Thank you for your time and attention!

Thomas E. Kloos
3026 S.W. Cascade Drive (adjacent to Fairview Boulevard)
2/24/80

URB 3
STR "T"

Multnomah Neighborhood Ass
7780 S.W. Capitol Hwy.
Portland, Oregon

26 March 1980

Dear Madam and Sirs,

This letter is written in opposition to the proposed construction of a Tropical Burger fast-food restaurant in the Multnomah area at S.W. 37th and Troy streets, southeast corner (Building Permit application #449, by Masood Mian).

The local residents strongly oppose this construction for the following reasons:

- I. Roadways, access, parking and drainage not suitable for this type of business. S.W. 37th is unpaved and does not have safe access to Multnomah Blvd. due to the location of the Capitol Hwy. Bridge. S.W. Troy, from 35th to 36th has one-way only traffic. Very simply put, such a business would cause congestion, significantly increase the possibility of accidents, and place a traffic burden onto surrounding streets, several of which are strictly residential.
- II. Imposition on the quality of life of the residents. The increased noise, traffic, parking, and architectural impact due to the proposed Tropical Burger fast-food restaurant would impose serious negative spillover effects on the residents in the immediate area.
- III. Harm to the Multnomah Historical Preservation Project. This area has been suggested as a historical preservation site; to allow this type of business would cause irreparable damage to the ambiance of this area.
- IV. A Tropical Burger fast-food store is not compatible with the surrounding zoning. Although the land was zoned commercial, it is scheduled for down-zoning under the Portland Comprehensive Plan.

The Multnomah Neighborhood Association urges you to act in whatever way appropriate to prevent the issuance of the building permit for the proposed Tropical Burger fast-food restaurant at the southeast corner of S.W. 37th and Troy Streets.

We ask your written response to this letter.

Thank you for your cooperation,


William L. Beebe, Chairperson
Multnomah Neighborhood Assn.

RECEIVED

APR 2 1980

BUREAU OF
TRAFFIC ENGINEERING

M. D. Haney
3705 S.W. Canby St.
Portland, Oregon 97219



Southwest Hills Residential League
Post Office Box 3992 Portland, Oregon 97208

May 17, 1979

Mr. Jerry Baker
Department of Traffic Engineering
420 S.W. Main
Portland, Oregon 97201

Dear Mr. Baker:

One of the neighborhoods within SWHRL's boundaries, the area around S.W. Wapato and S.W. Himes on Council Crest, has again been bothered and endangered by motorcycle traffic. Specifically, motorcycles are being ridden along the sidewalk from the closed portion of S.W. Wapato down to S.W. Himes.

It is our feeling that use of this sidewalk by motorcycle traffic is a major danger to children and adults in the neighborhood. In addition to which, the cycles clearly exceed City standards' neighborhood noise levels.

Although this sidewalk area is currently an access or right of way, because of the inherent danger stated above, we are requesting the City to post "No Motorcycles" signs at appropriate locations - specifically, at those points where motorcycles are entering and exiting the sidewalk area.

Residents of the S.W. Wapato/S.W. Himes neighborhood, who have asked cyclists to refrain from riding on the sidewalk, have gotten no cooperation. Only laughter. Therefore, as the neighborhood association that represents the affected area and its residents, we are requesting your assistance in this matter.

Yours truly,

David Glivinski

David Glivinski
President, SWHRL

U.O. # 34603
INSTALLING Motorized Vehicles
Prohibited

DG:jh

RECEIVED

MAY 21 1979

BUREAU OF
TRAFFIC ENGINEERING

TR 8194

WO 34603

1
File

MRB3

NEIGHBORHOOD ASSOCIATIONS, AREA BOARDS & OFFICES

IN THE

CITY OF PORTLAND, OREGON

Revised March 1, 1980. This list is out of date after April 15, 1980. Call Lee Perlman for an updated list, 248-4519.

- Means that the indormation listing has changed since the previous list.

CONTENTS

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OTHER NEIGHBORHOOD OFFICES providing some staff support for citizen participation, p. 10.

NEIGHBORHOOD OFFICES supported by the City's Office of Neighborhood Associations (ONA), p. 11.

A map of the neighborhood associations' boundaries is available upon request at 248-4519. It is revised annually in September. A list of neighborhood accomplishments is also available.

ONA also has available this contact list which can be copied directly on to mailing labels. Please call us at 248-4519.

NEIGHBORHOOD
ASSOCIATION

CHAIRPERSON

CONTACT PERSON

Alameda Neighborhood
Association

N. Engdahl: 282-5207
N. Davis: 287-7988 (H)
223-9622 (W)

Arlington Heights
Neighborhood Association

• B. Huber: 224-2653
• S. Kanter: 244-3331
Nhds. W/NW: 223-3331

Arnold Creek
Neighborhood Association

G. Broderick: 244-8424
C. Witte: 244-6421
S.W. Neighbors: 248-4592

Ash Creek
Neighborhood Association

L. Haide: 245-6013
L. Grant: 246-1338
S.W. Neighbors: 248-4592

Boise Citizens
Improvement Association

C. Hagens: 281-9192
N.E. Office: 248-4575

Bridlemile-Robert Gray
Neighborhood Association

B. Holman: 246-1630
B. Hurtig: 244-9581
B. Becker: 245-2748
S.W. Neighbors: 248-4592

Brooklyn Action Corps

C. MacNichol: 249-5865
B. Gandara: 238-3960

Buckman Community
Association

D. Gilman: 231-1811
N. Waddell: 232-0322

Nancy Engdahl
3926 N.E. 32nd
Portland, Ore. 97212

• Betsy Huber
817 N.W. 23rd
Portland, Ore. 97210

Gilbert Broderick
11140 S.W. Lancaster Rd.
Portland, Ore. 97219

S.W. Neighborhoods
7780 S.W. Capitol Hwy.
Portland, Ore. 97219

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Barbara Becker
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Carter MacNichol
4111 S.E. 15th
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Portland, Ore. 97214

Nancy Davis
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Portland, Ore. 97212

• Steve Kanter
3142 S.W. Fairview Blvd.
Portland, Ore. 97201

Cathy Witte
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7780 S.W. Capitol Hwy.
Portland, Ore. 97219

Lois Grant
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Barbara Hurtig
2756 S.W. Boundary
Portland, Ore. 97219

S.W. Neighborhoods
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Portland, Ore. 97219

Beth Gandara
3025 S.E. 8th
Portland, Ore. 97202

Nancy Waddell
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NEIGHBORHOOD ASSOCIATIONCHAIRPERSONCONTACT PERSONBurnside Community Council

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 ● F.G. Ediger: 226-0354

Delilah Slawson
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 Portland, Ore. 97209

● F. Gene Ediger
 321 N.W. Couch
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C.E.N.T.E.R.

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 M. Pierce: 235-3328

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Mildred Pierce
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 Portland, Ore. 97219

Concordia Community Association

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 B. Webb: 288-9371

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 5827 N.E. 28th
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Ben Webb
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Corbett-Terwilliger/Lair Hill Planning Committee

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 S. Hansen: 244-7974
 S.W. Neighbors: 248-4592

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 D. Bruck: 774-0302

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 4605 S.E. Center
 Portland, Ore. 97206

Diane Bruck
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Downtown Community Association

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 DCA Office: 241-9070

Jessica Richman
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East Columbia Neighborhood Association

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 H. Clinton: 289-0827

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Helen Clinton
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Eastmoreland Neighborhood Association

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P. Beadling: 771-8552

Gary Lindberg
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 Portland, Ore. 97202

Pat Beadling
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NEIGHBORHOOD ASSOCIATION

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 J. Miller: 281-8193
 P. Conti: 281-1378

Jack Miller
 515 N.E. Brazee
 Portland, Ore. 97212

• Phil Conti
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Errol Heights Improvement Association
 J. Teel : 774-0453

John Teel
 8203 S.E. 66th
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Forest Park Neighborhood Association
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 J. Tsongas: 297-3098
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Foster-Powell Neighborhood Association
 J. Rhodes: 771-6461

Jane Rhodes
 3525 S.E. 80th
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• Goose Hollow Foothills League
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 D. Smith: 248-3308 (W)
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 • Robert Martin
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Bob Packard
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Healy Heights Residential Association
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Tom Prideaux
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 Portland, Ore. 97219

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 231-8901 (W)

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 (W): 249-6921
 H. Stoll: 284-8336

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Helen Stoll
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 M. Ritzmann: 228-0508
 S.W. Neighbors: 248-4592

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 Hospital Rd.
 Portland, Ore. 97201

Mary Ritzmann
 4230 S.W. 6th
 Portland, Ore. 97201
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 7780 SW Capitol Hwy, 97219

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Bobbi Gary
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Mel Replogle
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 N.E. Office: 248-4575

Madeline Nosbush
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Irvington Community Association

B. Riordan: 282-5048 (H)
 287-0395 (W)
 M. Balkovich: 282-8434

Brad Riordan
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 Portland, Ore. 97212

Mabel Balkovich
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Jackson Community Association

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 F. Phillips: 246-4190
 S.W. Neighbors: 248-4592

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Frank Phillips
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Kerns Neighborhood Association

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 232-7929

• Carl Carter
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Anna Madden
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Lair Hill District Advisory Council

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 T. Walsh: 222-4375
 S.W. Neighbors: 248-4592

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 Portland, Ore. 97201

Tom Walsh
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 Portland, Ore. 97201
 S.W. Neighborhoods
 7780 SW Capitol Hwy, 97219

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• H. Bakkensen: 232-2817
 V. Jacoby: 233-4033

• Helen Bakkensen
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• Vina Jacoby
 21 N.E. 43rd.
 Portland, Ore. 97213

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C. Bauske: 774-4355
 K. Minich: 666-5392
 D. Roberts: 775-3276

Craig Bauske
 8801 S.E. Foster
 Portland, Ore. 97266

Karl Minich
 1129 W. Powell Blvd.
 Gresham, Ore. 97030

Dennis Roberts
 8324 S.E. Glenwood
 Portland, Ore. 97266

Lents Surge Planning Committee

(Surge, LCC, and LFS)
 L. McMahan: 775-2386
 (before 10:00 pm)
 B. Stacey: 775-2908

Laura McMahan
 6131 S.E. 87th
 Portland, Ore. 97266

Bob Stacey
 6540 S.E. 85th
 Portland, Ore. 97266

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R. Gitschlag: 222-4708
 A. Vargo: 286-1344

Richard Gitschlag
 2990 N.W. Verda-
 Vista Terrace
 Portland, Ore. 97210

• Andrea Vargo
 Linnton Community Center
 10614 N.W. St. Helens Rd.
 Portland, Ore. 97231

• Lower Albina Council

S. Murawski: 281-5233
 D. Becker: 288-5341

Steve Murawski
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 struction
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 • J. Dobie: 255-4794

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• Julie Dobie
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Mt. Scott-Arleta Neighborhood Association

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 G. Stiles: 775-3039

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 5124 S.E. 63rd
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Mount Tabor Neighborhood Association

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 J. Spencer: 238-0305

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Jan Spencer
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 R. Michaelson:
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Rick Michaelson
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 Portland, Ore. 97210

Richard Senders
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B. Cook: 222-3289

Bruce Harmon
FMC Corporation
4700 N.W. Front
Portland, Ore. 97208Bill Cook
U.S. Steel Supply
2345 N.W. Nicolai
Portland, Ore. 97210

- North Portland Citizens
Committee
Neighbors N.: 248-4524

- Steve Roso
7508 N. Hereford
Portland, Ore. 97203

Piedmont Neighborhood
Association

K. Glankler: 283-4872

N.E. Office: 248-4575

Kathy Glankler
6324 N.E. Garfield
Portland, Ore. 97211Pleasant Valley
Neighborhood Association
(inactive)

S.E. Uplift: 777-5846

Reed Neighborhood
Association

L. Oliver: 771-2535

D. Boyd: 775-5398

Les Oliver
5201 S.E. 33rd
Portland, Ore. 97202David Boyd
5215 S.E. 32nd
Portland, Ore. 97202

- Richmond Neighborhood
Association
D. Long: 235-1041
J. Peterson: 235-2328

- Dwight Long
2020 S.E. 42nd
Portland, Ore. 97215

- Janice Peterson
2743 S.E. 31st
Portland, Ore. 97214

Rose City Park Citizens
Associations

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(W): 224-3860

G. Walker: 282-1180

Duane Hunting
2430 N.E. 61st
Portland, Ore. 97213George Walker
3324 N.E. 47th
Portland, Ore. 97213

- Sabin Community
Association
R. Smith: 282-0241
B. Walker: 281-1768
B. Priestley: 282-1830
N.E. Office: 248-4575

- Russell Smith
4234 N.E. 18th
Portland, Ore. 97211

- Betty Walker
3124 N.E. 17th
Portland, Ore. 97212

- Ben Priestley
4307 N.E. 17th
Portland, Ore. 97212

Sellwood-Moreland
Improvement League

C. Sohm: 236-7212

Catherine Sohm
7212 S.E. 17th
Portland, Ore. 97202

NEIGHBORHOOD ASSOCIATION

CHAIRPERSON

CONTACT PERSON 7

South Burlingame
Neighborhood Association

D. Nordstrom: 244-2614
D. Neset: 244-7378
231-5000 (W)
S.W. Neighbors: 248-4592

Dennis Nordstrom
8100 S.W. 9th
Portland, Ore. 97219

Dave Neset
7928 S.W. 5th Ave.
Portland, Ore. 97219

S.W. Neighborhoods
7780 S.W. Capitol Hwy.
Portland, Ore. 97219

South Tabor Neighborhood
Association

The Johnsons: 774-7719
M. Brown: 771-4828

Elsie & Delmar Johnson
2810 S.E. 71st
Portland, Ore. 97206

Marie Brown
3323 S.E. 71st
Portland, Ore. 97206

Southwest Hills
Residential League

D. Glivinski: 246-0808
J. Hofmann: 228-3529

David Glivinski
Southwest Hills
Residential League
P.O. Box 3992
Portland, Ore. 97208

Jane Hofmann
Southwest Hills
Residential League
P.O. Box 3992
Portland, Ore. 97208

Sullivan's Gulch
Neighborhood Association

F. Meyer: 249-0600
K. Todd: 282-1283

Fred Meyer
2412 N.E. Clackamas
Portland, Ore. 97214

Kathleen Todd
2229 N.E. Clackamas
Portland, Ore. 97232

Sunnyside Neighborhood
Association

F. Hart: 234-4165
B. Grimola: 235-1333

Frank Hart
3205 S.E. Taylor
Portland, Ore. 97214

Barbara Grimola
3525 S.E. Salmon
Portland, Ore. 97214

• Sylvan Neighborhood
Association

N. Cogan: 222-3763
(W): 229-4736
I. Ochs: 228-0618

• Nathan Cogan
1639 S.W. Skyline
Portland, Ore. 97221

• Irene Ochs
1445 S.W. 57th
Portland, Ore. 97221

Terwilliger Community
League

D. Springer: 244-4688
S.W. Neighbors: 248-4592

Dick Springer
6425 S.W. Corbett No. 5
Portland, Ore. 97201

Sara Hansen
0605 S.W. Nevada
Portland, Ore. 97219

S.W. Neighborhoods
7780 S.W. Capitol Hwy, 97219

Upper Highland
Neighborhood Association

J. McCaffery: 227-5029
P. Reynolds: 224-1827

John McCaffery
4616 S.W. Fairview Blvd.
Portland, Ore. 97221

Phyllis Reynolds
4471 S.W. Fairview Circus
Portland, Ore. 97221

Vermont Community
Association

B. Kinsey: 244-8250
R. Logan: 246-4690
(W): 297-3786
S.W. Neighbors: 248-4592

Bill Kinsey
7542 S.W. 35th
Portland, Ore. 97219

Richard Logan
7340 S.W. 26th
Portland, Ore. 97219

S.W. Neighborhoods
7780 S.W. Capitol Hwy, 97219

NEIGHBORHOOD ASSOCIATIONCHAIRPERSONCONTACT PERSON

Vermont Community Assoc.
Hayhurst Neighborhood Area
J. O'Brien: 246-7236
C. Anderson: 246-9213
S.W. Neighbors: 248-4592

John O'Brien
5820 S.W. Shattuck
Portland, Ore. 97221

Clyde Anderson
5704 S.W. Shattuck
Portland, Ore. 97219

S.W. Neighborhoods
7780 S.W. Capitol Hwy.
Portland, Ore. 97219

Vermont Community Assoc.
Maplewood Neigh. Area
L. Mills: 246-5808
(W): 229-7221
H. Gullixson: 246-4465
S.W. Neighbors: 248-4592

Larry Mills
7749 S.W. 51st
Portland, Ore. 97219

Herb Gullixson
7517 S.E. 49th
Portland, Ore. 97219

S.W. Neighborhoods
7780 S.W. Capitol Hwy, 97219

Vermont Community Assoc.
Multnomah Neigh. Area
W. Beebe: 244-4134
J. Giesecking: 245-0140
(W): 221-1646
T. Knauss: 244-5926
S.W. Neighbors: 248-4592

William Beebe
8334 S.W. Capitol Hwy.
Portland, Ore. 97219

James Giesecking
8402 S.W. 30th
Portland, Ore. 97219

Ted Knauss
3351 S.W. Spring Garden
Portland, Ore. 97219

S.W. Neighborhoods
7780 S.W. Capitol Hwy.
Portland, Ore. 97219

Vermont Community Assoc.
Wilson Park Neigh. Area
T. Questad: 246-0492
L. Keefe: 246-1267
S.W. Neighbors: 248-4592

Tom Questad
6803 S.W. 15th
Portland, Ore. 97219

Lloyd Keefe
7100 S.W. Burlingame
Portland, Ore. 97219

S.W. Neighborhoods
7780 SW Capitol Hwy, 97219

Vernon Neighborhood
Association
J. Hills: 224-4168
E. Robertson: 248-4575

John Hills
5715 N.E. 12th
Portland, Ore. 97211

Edna Robertson
4815 N.E. 7th
Portland, Ore. 97211

Westwood Hills Addition
J.J. Jackson: 228-3583
(W): 227-0934
B. Ferris: 228-3556
(W): 226-4781

John Jackson
3140 S.W. Evergreen Lane
Portland, Ore. 97201

Byron Ferris
3264 S.W. Evergreen Ter.
Portland, Ore. 97201

Woodlawn Improvement
Association
T. Graham: 224-9160 (W)
M. Pullen: 285-4128
N.E. Office: 248-4575

Terry Graham
705 N.E. Stafford
Portland, Ore. 97211

Malcolm Pullen
7222 N.E. 9th
Portland, Ore. 97211

• Woodstock Neighborhood
Association
S. Wright: 774-6954
N. DeWitts: 775- 5720

• Steve Wright
5326 S.E. 40th
Portland, Ore. 97202

• Norma DeWitts
5103 S.E. Harney
Portland, Ore. 97206

NEIGHBORHOOD ASSOCIATION
AREA BOARDS

CHAIRPERSON

CONTACT PERSON

• INNER SOUTHEAST
NEIGHBORHOOD COALITION
E. Lyle: 234-4973

Ed Lyle
314 S.E. 13th
Portland, Ore. 97214

NORTH PORTLAND CITIZENS
COMMITTEE

• Steve Roso
7508 N. Hereford
Portland, Ore. 97203

• S. Roso: 248-4524
Neighbors N.: 248-4524

NORTHEAST COALITION OF
NEIGHBORHOODS

Ed Leek
5323 N.E. Mallory
Portland, Ore. 97211

Edna Robertson
4815 N.E. 7th
Portland, Ore. 97211

E. Leek: 249-8179
E. Robertson: 248-4575

SOUTHEAST UPLIFT
ADVISORY BOARD, INC.

Dwight Long
2020 S.E. 42nd
Portland, Ore. 97213

SOUTHWEST NEIGHBORHOOD
INFORMATION, INC.

D. Taylor: 248-4592
S.W. Neighbors: 248-4592

Dell Taylor
7780 S.W. Capitol Hyw.
Portland, Ore. 97219

Joy Stricker
S.W. Neighborhoods
7780 S.W. Capitol Hyw.
Portland, Ore. 97219

OTHER NEIGHBORHOOD OFFICESCONTACT

Albina Action Center
J. Rodgers: 249-2891

Jerry Rodgers
 4128 N.E. Union
 Portland, Ore. 97211

Burnside Consortium
A. Raubeson: 223-5322

Andy Raubeson
 107 N.W. 5th No. 212
 Portland, Ore. 97209

North Community Action
Council
T. Wilder: 286-8371

Thelma Wilder
 6965 N. Fessenden
 Portland, Ore. 97203

Oregon Fair Share
Administrative Headquarters
K. Clerc: 223-2981

Kim Clerc
 519 S.W. 3rd No. 409
 Portland, Ore. 97204

Portland Action Committees
Together (PACT)
J. McConnell: 233-8491

Jim McConnell
 3534 S.E. Main
 Portland, Ore. 97214

Portland Development
Commission North Office
G. Lund: 286-5854

George Lund
 7302 N. Richmond
 Portland, Ore. 97203

Portland Development
Commission Northeast Office
M. Scott: 288-8131

Marion Scott
 34 N.E. Killingsworth
 Portland, Ore. 97211

Portland Development
Commission Southeast Uplift
K. Zimmerly: 777-5846

Kathy Zimmerly
 5224 S.E. Foster
 Portland, Ore. 97206

Portland Development
Commission Union Avenue
T. Kennedy: 249-0330

Thomas Kennedy
 4008 N.E. Union Ave.
 Portland, Ore. 97212

DISTRICT NEIGHBORHOOD OFFICESSTAFF PERSONDOWNTOWN OFFICE

Director: Patti Jacobsen
Staff Assistant: Lee Perlman
248-4519

Patti Jacobsen
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Portland, Ore. 97204

NEIGHBORHOODS WEST-NORTHWEST

Staff Contact: Geri Ethen
223-3331

Geri Ethen
817 N.W. 23rd
Portland, Ore. 97210

NEIGHBORS NORTH

Staff Contact: Jerry Mounce
248-4524

Jerry Mounce
7508 N. Hereford
Portland, Ore. 97203

NORTHEAST OFFICE

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Edna Robertson
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Portland, Ore. 97211

SOUTHEAST UPLIFT OFFICE

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777-5846

Bob Olds
5224 S.E. Foster
Portland, Ore. 97206

SOUTHWEST NEIGHBORHOODS

Staff Contact: Joy Stricker
248-4592

Joy Stricker
7780 S.W. Capitol Hwy.
Portland, Ore. 97219

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NEIGHBOR TO NEIGHBOR

YEAR 7

ISSUE 2

FEB. 1980

COMPREHENSIVE PLAN GOES TO COUNCIL

After more than two years of involvement in townhall meetings, workshops, public hearings and work sessions addressing the Comprehensive Plan, the Portland City Planning Commission adopted a plan for recommendation to City Council. The Recommended Comprehensive Plan is scheduled to be formally presented to Council on January 30, 1980. The City Council will examine the controversial document effecting zoning of residential, commercial and industrial land.

The Portland City Council will hold public hearings on the Recommended Comprehensive Plan on Mondays, February 4th and 11th, 7:30 p.m., and if necessary Tuesday, February 19, 7:30 p.m. All hearings will be held in Council Chambers, City Hall.

Mark-up sessions will be on Wednesdays, February 27th, March 5th, and 12th. If needed, another mark-up session will be scheduled for Tuesday, March 18th. These sessions will be to consider amendments to the Planning Commission's Recommended Comprehensive Plan. Amendments will be submitted by Bureau of Planning staff and individual Council members. Amendments will be submitted to the Mayor's Office for public distribution not later than Friday, February 22nd. Amendments will be considered individually and a vote taken on each amendment separately. Votes on amendments only amend the Planning Commission's Recommended Plan and do not adopt the elements of the Plan.

After the mark-up sessions, Planning Bureau staff will prepare final documents and submit them with adopting ordinances to the Council by mid-April. There will be at least four related ordinances: (1) Adopting the Comprehensive Plan, (2) Adopting the revisions of current zoning Codes, (3) Enacting all rezoning, and (4) Amending a portion of the Energy Policy related to the Comprehensive Plan. City Council's

dead line for approval is June 30, 1980 set by the State's Land Conservation and Development Commission. Plans will probably go into effect October 31, 1980. For a copy of the Recommended Comprehensive Plan Map or more information call Carolyn Bax at 248-4260.

They're Counting On Us

A 16-member committee has recently formed to make sure Multnomah County and the City of Portland have a complete count of all residents for the 1980 Census. The committee was appointed by and includes Mayor Connie McCready and Commissioner Gladys McCoy. The committee will be assisting in an effort to reach minority communities.

An accurate count could mean the difference in large sums of money from the Federal Government since funds are allocated based on census information. Census data also provides the basis for apportionment among the states for seats in the House of Representatives. Confidentiality of information collected will be highlighted since this is the primary reason for people not answering the census questionnaire.

Census forms will be mailed out March 28th and citizens will be asked to return them on April 1st. There will be a fine of \$100 for not returning the forms. To handle the work the Portland district office of the Census Bureau will be hiring approximately 1,000 temporary workers. There are various positions available both in the offices and the field. Applicants will be tested for their ability to understand printed instructions and do simple arithmetic.

For more information on applying and testing please call 231-2268 between 7:30 a.m. and 4:00 p.m. weekdays. They are counting on you.

Metro Update

Metro, the Portland metropolitan area's year-old regional government, has as one of its responsibilities solid waste disposal management. Each of us produce almost four pounds of garbage daily, including discards by business and industry. With the amount of refuse steadily increasing, a major emphasis of Metro's solid waste program is waste reduction to reduce dependence on landfills. The plan includes recycling and resource recovery, as well as locating a new landfill site.

The Metro Council made a financial commitment to waste reduction and recycling last September when it approved funds for two recycling centers in the region. One is planned for southeast Portland and the other will be in the Beaverton area. The objective is to encourage more citizens to consciously choose to reduce and recycle.

Metro is also moving ahead on another regional issue. Under the leadership of Councilor Jane Rhodes, Metro has developed plans for a Local Improvement District (LID) to finally address and resolve the long troublesome Johnson Creek flooding problems on a basin-wide scale.

After 30 years of aborted efforts, residents of the Johnson Creek Basin now have a regional organization which has brought together the six affected jurisdictions to coordinate and make the LID a reality. The jurisdictions include: Multnomah County, Clackamas County, Portland, Milwaukie, Happy Valley and Gresham.

Opportunities for citizen involvement have already started and other meetings and activities will be scheduled through May. Approval of the LID's formation will be considered in mid-June. *If you would like additional information or would like to help, please contact Berta Delman at Metro, 221-1646.*

There is a vacancy on the Metro Council created by the resignation of Councilor Caroline Miller who represented District 8. The vacancy will be filled through appointment by the Council. Metro District 8 encompasses the Inner-Southeast area. To qualify for the non-partisan office applicants must have been a resident of District 8 for at least one year. *For information or an application call Metro, 221-1646*

•NEWS NOTES•

GENERAL

Commissioner of Parks Mildred Schwab has designated five park locations where City of Portland residents may obtain or dispose of tree limbs and branches. The wood drop sites will be available thru Feb. 10th in the following Park Bureau parking lots: Rose City Park, NE 62nd & Tillamook; west and south Lents Park, SE 92nd and Holgate; southwest Westmoreland Park, SE McLoughlin & Bybee; north Gabriel Park, SW 45th & Vermont; and northwest Delta Park, N Denver. *For additional information call the Portland Park Bureau, 248-4315*

ZONNIE BAUER, ONA's Graphic Artist, will no longer be with us; she plans on extending her dancing career. JULIE ROGERS, a work study student at PSU, will assume the position in February.

NEIGHBORHOODS

SOUTHEAST- A proposal for a seven-story apartment building, for low-income elderly residents at Madison St. near 16th Avenue, has been approved by the Hearings Office. The 71-unit building will be rent subsidized by federal dollars. The proposal was supported by the Buckman Neighborhood Assoc., The Gray Panthers, the Southeast Uplift Board and the State Housing Division. *For more information call the Bureau of Planning at 248-4250.*

SOUTHWEST- The Southwest Neighborhood Information Inc., will be sponsoring a series of informal coffees with members of the Portland City Council. This will be a time for people to visit with the Mayor and Council members, express concerns, ask questions, find out Council's concerns, and get acquainted. The first coffee will be held at the Robert Gray School in the Cafeteria at 5505 SW 23rd on Feb. 14th, 1980 from 7-9p.m. Guests at this coffee will be Commissioner Charles Jordan and Bud Kramer, Executive Assistant to Commissioner Mildred Schwab. Second coffee: March 10, 1980 from 7:30-9 p.m. at Jackson High School, 10625 SW 35th. Guest will be Commissioner Frank Ivancie and Commissioner Mike Lindberg. Third coffee: April 14th, 1980 from 7:30-9p.m. Guest will be Mayor Connie McCready.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ NOTICES ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

A bill before Congress, H.R. 4209, would enable qualified non-profit neighborhood organizations to mail at a third class non-profit rate. Write to your Congressman to comment on this bill, Bob Duncan if you live on the East side, and Les AuCoin if you live on the West side. Write, House Office Building, Washington, D.C. 20515. Or write to Charles Wilson, Postal Operation Services, 219 Cannon House Office Building, Washington, D.C. 20515. (This article has been corrected from January's newsletter.)

Tuesday, February 12 the Portland Planning Commission will hold a public hearing on the 82nd Avenue Recommended Action Plan, in the Madison High School cafeteria, beginning at 7:00 p.m. Gail Siegrist, Project Manager, is available to organizations desiring a briefing on the study recommendations. *To receive a copy of the report, stop by the Portland Planning Bureau, 424 S.W. Main, or call, 248-4509.*

The Metropolitan Youth Commission is pleased to announce that the Board of Multnomah County Commissioners and the Portland City Council have unanimously passed resolutions authorizing the Commission to coordinate the development of a comprehensive City/County Youth Policy. The Policy will provide direction and guidelines to youth-serving agencies in the City of Portland and Multnomah County, and will cover the following areas; education, employment, family services, health, justice services, and recreation. The work will be accomplished through the efforts of a steering committee and sub-committees on each of the six areas. Youth representatives will be involved in all phases of the development of the policy and will serve as members of the steering committee and the sub-committees. The Policy, when completed, will be presented to the County Commission and the City Council for joint adoption. The anticipated time line for this project is one year. *If you have any questions, please call Alice, Cherie, or Kathy at 248-4005.*

The Women and Mortgage Credit Project, a project sponsored by the Department of Housing and Urban Development, is offering a series of day long workshops for women in the Portland area. "Everything you need to know to buy a house" will be focusing on: Credit basics, advantages/disadvantages of home ownership, different mortgage instruments, and step-by-step process involved in the purchase of a home. The next workshop will be Saturday, February 16, 1980, 9:00 a.m. to 4:00 p.m., at the Y.W.C.A., 1111 S.W. 10th. *Call Ann Koeller at 223-6281 Ext. 70 for preregistration. For other dates and locations call Geri Larkin at 221-2563.*

The Portland Community Resource Center a non-profit organization, is offering support services that they would like to alert neighborhood associations about. They offer research services to the general public and community organizations. They can, for example, help organizations find out about federal congressional activities, interesting community development models around the country, or in general help with information and research needs (computer aided). *For more information or a brochure call or write, Portland Community Resource Center, 1723 N.E. 10th, 97212, 284-9465.*

Handi-Tap (Handicapped Technical Assistance Project), conceived by the Office of Independent Living for the Disabled, U.S. Department of Housing and Urban Development to focus on the housing and services needs of handicapped individuals, is sponsoring a 2½-day seminar for State and local officials, handicapped individuals and handicapped consumer groups concerned with the housing needs of disabled persons. The seminar will be a combination of discussions, presentation of cases and task workshops to provide a mix of theory and practice for participants. There is no registration fee for the seminar. The seminar will be held at the Sheraton Portland, February 11, 12 and 13. *To register write to: The National Training and Development Service, 400 N. Capitol St., Suite 390, Washington, D.C. 20001.*

DEPARTMENT OF
PUBLIC SAFETY
CHARLES JORDAN
COMMISSIONER

OFFICE OF
NEIGHBORHOOD
ASSOCIATIONS

1220 SW FIFTH AVE
PORTLAND, OR 97204
503/248-4519



- 5 Planning Commission. 12:00 p.m., 424 S.W. Main St.,
TUE Room 200.
- 6 Noise Review Board. 6:00 p.m., City Hall, Room 402.
WED
- 7 Tri-Met. 1) Rate increase. 7:30 p.m., City Hall,
THU Council Chamber.
- 11 Schools. 7:30 p.m., Board Auditorium, 501 N. Dixon.
MON
- 11 Tri-Met. 10:00 a.m., P.S.U. Smith Center, Room 338.
MON
- 12 Planning Commission. 7:00 p.m., Madison High School
TUE cafeteria, 2735 N.E. 82nd.
- 12 Portland Development Commission. 10:00 a.m., PDC
TUE Office, 1500 S.W. 1st.
- 13 Historical Landmarks Commission. 12:00 p.m., 424
WED S.W. Main St., Room 200.
- 14 Metro. 7:30 p.m., Metro Office, 527 S.W. Hall.
THU
- 19 Housing and Community Development. 7:30 p.m., 424
TUE S.W. Main St., Room 200.
- 19 Metropolitan Human Relations Commission. 12:30
TUE p.m., City Hall, Room 321.
- 19 Planning Commission. 1) HCD Public Hearing, 6 year
TUE program and Budget. 7:30 p.m., 424 S.W. Main Rm. 200.
- 20 Noise Review Board. 6:00 p.m., City Hall, Room 402.
WED
- 21 S.E. Multnomah County Quadrant. 1) County Commis-
THU sioner Earl Blumenauer; "Citizen Participation in
Multnomah County Government." 7:30 p.m., 3534 S.E. Main.
- 22 City Housing Development. Board of Directors, 10:00
FRI a.m., City Hall, Room 321.
- 22 Department of Environmental Quality. 9:00 a.m.,
FRI City Hall, Council Chamber.
- 25 Residential Care Facilities. 7:00 p.m., Public
MON Hearing, City Hall, Council Chamber.
- 25 Schools. 7:30 p.m., Regular Meeting, Board Auditorium,
MON 501 N. Dixon.

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OREGON

DEPT. OF FINANCE
AND ADMINISTRATION

MAYOR
Connie McCready
BUREAU OF TRAFFIC
ENGINEERING

D. E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR. 97204
503/248-4295

January 22, 1980

TO: All Neighborhood Associations
FROM: D. E. Bergstrom City Traffic Engineer

Enclosed is a copy of a resolution that will be submitted to the City Council in February.

The purpose of the resolution is to formalize criteria and a process for the use of traffic control on local neighborhood streets, as classified by the Arterial Streets Policy, copy of excerpt attached.

Previously we sent a draft copy of this resolution to all Neighborhood Associations and have amended the resolution to include most of the concerns expressed.

We appreciate your help in finalizing this resolution.

If you would like to discuss the resolution, please call Mr. Martini, 248-4295.

DEB:jjp

Encls.

URB3

RESOLUTION NO.

WHEREAS, the City Council on May 11, 1972 passed Resolution No. 31085 adopting the Uniform Manual on Traffic Control Devices for use in the City of Portland, and

WHEREAS, this Manual has been revised as of 1978, and

WHEREAS, the warrants specified in this Manual for various traffic control devices do not include local streets, and

WHEREAS, it is desirable to adopt warrants that provide for the installation of traffic control devices on all streets within the City of Portland.

NOW, THEREFORE, be it resolved that the National Manual on Uniform Traffic Control Devices dated 1978, as amended, be adopted by the Council as a policy for the installation of traffic control devices on all Major City Traffic Streets and Neighborhood Collector Streets, as shown in the Arterial Streets Policy, plus all local streets with more than 2,500 vehicles per day.

Be it further resolved that on local streets with less than 2,500 vehicles per day, the following warrants shall apply:

Two-Way Stop Signs (Stopping Major Volume)

- a. A minimum traffic volume of 1000 vehicles per day on the major street, but no closer than 400' from adjacent Stop intersection; or
- b. An average of 2 reported accidents per year for the last 3 years of the type that are correctable with Stop signs; or
- c. Visibility restrictions that reduce safe approach speed to less than 10 m.p.h.

All-Way or 4-Way Stops

- a. A minimum traffic volume of 1500 vehicles per day entering the intersection; and
- b. A minimum of 1/3 of the traffic entering from the minor street; or

- c. An average of 3 reported accidents per year for the last 3 years of the type correctable by all-way Stops, or
- d. An 85 percentile approach speed 10 m.p.h. greater than the computed safe approach speed.

Be it further resolved that on local streets with less than 500 vehicles per day, which do not meet the above warrants, the following procedures shall be used in considering requests for installation of "Stop" signs:

- (1) Requests and justifications for "Stop" signs shall be approved by an organized citizen's group or neighborhood association.
- (2) The Bureau of Traffic Engineering shall be responsible for validating the request and reviewing the "Stop" location or locations for conformance to the Arterial Streets Classification Policy, or for adverse shifting to traffic to other neighborhood streets.
- (3) Should reason for denial arise, the Bureau of Traffic Engineering shall notify the requestor in writing listing reasons for such denial.
- (4) If the request is valid, the Bureau of Traffic Engineering will develop a petition form and sketch showing the proposed locations of the "Stop" signs and furnish it to the citizens group or neighborhood association along with a boundary map.
- (5) Requestors will be instructed to obtain approval of the "Stop" installations by submitting this petition form with 60% of the boundary area signatures.
- (6) Upon receipt of this signed petition, the Bureau of Traffic Engineering will validate the signatures to confirm the 60% approval.
- (7) If the 60% is reached, the sign installations will be made.

Excerpt from ARTERIAL STREETS POLICY

A. Local Service Street

1. Functional Purpose

- a. A Local Service Street is intended to serve local circulation, access and service requirements for traffic, transit, bicycle and pedestrian movements.
- b. A Local Service Street is intended to provide curb parking and access to off-street parking and loading, unless prohibited by an adopted neighborhood traffic plan or other special circumstances.
- c. A Local Service Street should be limited to off-route and other special transit services, except in cases where they may be used as route end loops for regularly scheduled transit routes.
- d. A Local Service Street is of limited importance in the movement of traffic within the City and such a street may be selectively closed or have restricted access to allow for non-traffic uses, depending upon the desires of local residents and property owners and the need for emergency vehicle and transit access.
- e. Decisions on design treatment and traffic operations on a Local Service Street shall give preference to access to individual properties, and also to the specific needs and desires of property owners and residents along the street.

2. Related Land Use and Development

- a. Major sources of automobile traffic should be discouraged from locating on a Local Service Street unless that street directly connects to a Major City Traffic Street.
- b. The capacity of a Local Service Street shall directly correspond to the nature of land uses and the level of trip generation of land uses located along the street.

LOWER ALBINA COUNCIL
GENERAL MEMBERSHIP MEETING
Thursday, January 17, 1980
Union Pacific Railroad Clubhouse
2525 N. Larrabee
11:30 A.M.

Magin
URB 3
LRM

Dear Member of the Lower Albina Area:

At the December 4th meeting of the Lower Albina Council, the participants adopted a scope of work for the Technical Assistance Study with the City. Also adopted was a financial strategy for the district's 25% match for the work. We are enclosing a billing for your firm.

At the next meeting on January 17th, the following agenda will lead the discussion:

- 1- UPRR is proposing street and alley vacations within the boundaries of N. Larrabee, Russell, Knott, Brendle and two alleys which the Railroad desires to vacate. The Railroad does not feel any of the proposed vacations will affect any of the present traffic patterns in the area. All affected property owners are respectfully requested to attend.
- 2- A Portland Development Commission proposal for purchase and rehab of an existing historical landmark in the district. How will a change of land use in the district affect the district?
- 3- The 25% match.
- 4- Other items the membership wishes to address.
- 5- FLASH! Raffle for Trailblazer Tickets (2) to all paid members, next game 1/24/80 Los Angeles, here.
Note: We will accept checks at the meeting.

Please continue to attend these meetings--your input is vital.

Sincerely,



Steve Murawski, Vice-President
Lower Albina Council

RECEIVED

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BUREAU OF
TRAFFIC ENGINEERING

URB 3

THE CITY OF
PORTLAND



OREGON

FOR MORE INFORMATION
CONTACT:

Mary McArthur
Program Director
248-4697

OFFICE OF
PUBLIC SAFETY

CHARLES JORDAN
COMMISSIONER

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204
503 248-4682

FACT SHEET

NEIGHBORHOOD INFORMATION PROGRAM

SDPP
JRM
MB
WES
TJ

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GENESIS: The Neighborhood Information Program was initiated at the request of Commissioner Charles Jordan in August, 1977, to determine the feasibility of establishing an environmental indicator system in Portland.

PURPOSE: The purpose of the Program is to provide a basis for measuring the outcomes of service delivery in Portland neighborhoods. The first phase of the NhIP designed and tested a system which would permit the City to gauge the results - or outcomes - of service delivery on a neighborhood-by-neighborhood basis. This is a departure from the norm which has emphasized monitoring service delivery activities.

USES: The NhIP is a data base providing information for resource allocation decisions, measuring the degree to which bureau objectives are met, and gauging the impact of programs and policies. In addition, the compiled information is a tool for neighborhoods in needs assessment and planning.

EQUITY: Traditionally, the delivery of many municipal services has been uniform across sub-city areas.

With NhIP data, existing resources can be allocated equitably according to need rather than on routine, uniform levels of service that may not be related to the actual service needs. Currently, NhIP data provides the way to make this kind of analysis in Portland.

DESIGN: The Program uses four types of information:

- Survey of public opinion about services and conditions
- Bureau information about services provided
- Visual inspection of actual conditions
- Demographics

A *BO*

-2- FACT SHEET -- NhIP

These data describe the following conditions, each of which is a focus of City service delivery activities: crime, incidence of fire, housing stock, street cleanliness, sidewalks, abandoned automobiles, noise, street conditions, traffic congestions, vacant structures, parks and recreation and citizen participation.

Once compiled, the data are assembled into descriptive profiles for each neighborhood, identifying differences in levels of service and conditions across the City.

IDENTIFYING

TRENDS:

The system is not intended to be a one-time only measurement of the impact of services. The real strength of the data base is in tracking changes in conditions and perceptions across time.

IMPLEMENTATION:

The Program is now underway and 1979 Neighborhood Profiles will be available December 20, 1979.

File

CRB3
1980

NEIGHBORHOOD ASSOCIATIONS, AREA BOARDS & OFFICES

IN THE

CITY OF PORTLAND, OREGON

Revised January 15, 1980. This list is out of date after Feb. 29, 1980. Call Marina Anttila for an updated list, 248-4519.

• Means that the information listing has changed since the previous list.

CONTENTS

NEIGHBORHOOD ASSOCIATIONS (listed alphabetically), Officers and Contact Persons. A contact person is one who is generally available during working hours. pp.1-8

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OTHER NEIGHBORHOOD OFFICES providing some staff support for citizen participation, p. 10.

NEIGHBORHOOD OFFICES supported by the City's Office of Neighborhood Associations (ONA), p. 11.

A map of the neighborhood associations' boundaries is available upon request at 248-4519. It is revised annually in September. A list of neighborhood accomplishments is also available.

ONA also has available this contact list which can be copied directly on to mailing labels. Please call us at 248-4519.

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NEIGHBORHOOD ASSOCIATIONS, AREA BOARDS & OFFICES

IN THE

CITY OF PORTLAND, OREGON

Revised June 1, 1980. This list is out of date after July 15, 1980. Call Lee Perlman for an updated list, 248-4519.

• Means that the information listing has changed since the previous list.

CONTENTS

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A map of the neighborhood associations' boundaries is available upon request at 248-4519. It is revised annually in September. A list of neighborhood accomplishments is also available.

ONA also has available this contact list which can be copied directly on to mailing labels. Please call us at 248-4519.

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4815 N.E. 7th
Portland, Ore. 97211

SOUTHEAST UPLIFT OFFICE

Staff Contact: Bob Olds
777-5846

Bob Olds
5224 S.E. Foster
Portland, Ore. 97206

SOUTHWEST NEIGHBORHOODS

Staff Contact: Joy Stricker
248-4592

Joy Stricker
7780 S.W. Capitol Hwy.
Portland, Ore. 97219

BUREAU OF TRAFFIC ENGINEERING
INTRA-OFFICE ROUTE SLIP

FROM

Dick

DATE

6/4/80

- STAFF
- BAUER
- BERGSTROM
- BOLLING
- BURDETTE
- BUTTENHAM
- CHADIMA
- CHOATE
- DAVIS
- DORN
- EVANS
- FRANKLIN
- HASSETT
- JAMES
- JAPPORT
- KNUDSON
- KOENIG
- LOOMIS
- MAGIN
- MARTINI
- MASCO
- MASON
- MUIR
- NEELY
- NISHIKAWA
- NOZAKI
- PARKS
- PHELAN
- SCHOMANN
- SPEER
- STARK
- WEBER
- WETMORE
- WILSON, JIM
- WILSON, MAURY

- CIRCULATE
- INITIAL
- FILE
- FOR YOUR INFORMATION
- FOR YOUR APPROVAL
- ORDER
- PREPARE ANSWER (DRAFT)
- RETURN TO _____
- SEE ME
- INVESTIGATE AND REPORT
- PLEASE PROCESS
- PLEASE ATTEND
- REVIEW AND COMMENT
- PLEASE DISCUSS WITH ME

*Apparently T.U. met
with these people -
they want to pursue
any possible solutions
to their problem.
• what are facts
• Any possible solutions
• Call & for meet with
Group again*

PARKING PATROL DIVISION

MULT. IS 24' wide

File

November 20, 1979

CKB 3

MEMO TO FILES

SUBJECT: Sullivan's Gulch Neighborhood Association

FROM: T.V. Neely, Traffic Engineering

This meeting was held at 2225 N.W. Wasco on November 15, 1979 at 7:30 P.M.

I attended at the request of Mr. MacNichol who is the chairperson of the Public Safety Committee. Also in attendance were two other members of this committee. (4-total)

They were mainly interested in finding out what methods were available to limit traffic volumes and speed in their neighborhood. We discussed the truck access to the industrial area in the gulch and agreed that it would have to stay open since there was no other route available.

I pointed out that since all of the roadways in the area are only 24 ft. wide, we could not install diverters. I told them that our bureau policy with regard to neighborhood streets was to discourage through movements when ever necessary and practical. Mr. MacNichol requested a letter stating this for his files. The meeting concluded after a lengthy question and answer session on various traffic problems and their solutions.

TVN:jc

*Trappie Request #8818
Sullivan's Gulch N.A.*

*F.R. 5389
W.U. 30893*



OREGON

CONNIE McCREADY
MAYOR

OFFICE OF
PLANNING AND
DEVELOPMENT

BUREAU OF
ECONOMIC
DEVELOPMENT

JOHN M. WIGHT
DIRECTOR

620 S.W. FIFTH AVE.
PORTLAND, OREGON 97204
(503) 248-4293

June 19, 1980

Memorandum

To: Lower Albina Industrial Council Board Members
From: Anne Lawson-Beerman, City Bureau of Economic Development
Re: Meeting, June 23, 1980

Attached is the agenda for the next meeting. I have already notified each of you, or your secretary, of the meeting.

Also attached is a very brief synopsis I drafted of the Traffic Engineer's study. Mike Bauer, Traffic Engineer, will be at the meeting to give a presentation of the report and to answer your questions. We will also have copies of the report for you.

I look forward to meeting you all.

ALB:rmg

Enclosures

cc: Mike Bauer ✓
Don Frantz
Jeff Pyle
Jerri Mounce

Anna KUB
Dave Magin *DRM*

FILE
Neighborhood
Assoc.
URB 3

AL-13.

RECEIVED
JUN 23 1980
BUREAU OF
TRAFFIC ENGINEERING

LOWER ALBINA INDUSTRIAL COUNCIL BOARD MEETING

June 23, 1980, 4 P.M.

School District Building

AGENDA

1. Ramp Metering Don Fantz, State Dept. of Transportation
2. Traffic Study Mike Bauer, City Bureau of Traffic Engineering
3. Site Fund Applications Jeff Pyle, City Bureau of Economic Development
4. Commercial Redevelopment Anne Lawson-Beerman, City Bureau of Economic Development
5. Fitch Proposal Dave Becker
6. Dues Treasurer
7. Future Continuity Dave Becker
8. Boundary Change Dick Clark
9. Other

A very brief synopsis of the June, 1980 traffic study done for the Lower Albina Industrial Area.

The Bureau of Economic Development's survey provided the incentive for this study. Businesses identified these problems:

1. Access along Interstate Avenue is difficult;
2. Streets get blocked by trucks and trains;
3. Parking is in short supply.

The traffic circulation study analyzed the first two problems and produced these recommendations:

- A. Possible modifications to four high-accident intersections are suggested. These intersections are Flint/Wheeler at Broadway, Interstate at Albina, Interstate at Lewis, and Mississippi at Graham.
- B. Ways to remodel loading bays to lessen street blockage problems are suggested.
- C. Traffic control modifications, including left turn slots on Interstate at Graham, Russell and Lewis, and a signal remodel at Interstate and Tillamook are suggested.
- D. Pedestrian and bus stop improvements are suggested along with information dissemination in order to encourage transit use.
- E. Several roadway improvements would help circulation, add parking, and improve pedestrian movement.
- F. Further study of a raised ramp connecting River Street to Interstate at Tillamook is suggested to avoid delays caused by train blockages.

An analysis was done of future transportation projects and area development. It yielded these points:

- a. No major traffic impacts are expected from any of the projects now in either proposal or design stage.
- b. Future development within the district should utilize a number of suggestions made in the document to prevent causing traffic problems.

The parking study yielded these findings and suggestions:

1. Surprisingly, there is more than enough parking within the district as a whole.
2. Problems exist in places where inadequate on-street parking coincides with lack of off-street parking and where bad roadways make parking impossible.
3. It's recommended that negotiations be undertaken for the land under the Fremont Bridge ramps for parking.
4. It's recommended that employers work out agreements to share the off-street spaces which are currently unused.

Brilliant!

June 6, 1980

MEMORANDUM

TO: Mayor Connie McCready
 Commissioner Frank Ivancie
 Commissioner Charles Jordan
 Commissioner Mike Lindberg
 Commissioner Mildred Schwab

FROM: Donald E. Bergstrom, City Traffic Engineer

SUBJECT: Resolution adopting the revised Manual on Uniform Traffic Control Devices (1978) and special warrants for Stop control for neighborhood streets

During the past several years, the Bureau of Traffic Engineering has received an increasing number of requests for the installation of "Stop" signs in neighborhoods. In 1974-75, we received approximately 700 requests for traffic control devices in areas outside the Central Business District; last year we received over 1,000 requests of the same type.

BACKGROUND

In 1922, the Council passed Resolution No. 31085 adopting the Federal Highway Administration's Manual on Uniform Traffic Control Devices for use in the City of Portland. This manual outlines the conditions which warrant the installation of various traffic control devices. In general, they apply to collector and arterial streets with traffic volumes of over 2,500 vehicles per day, but do not cover neighborhood streets. This manual was revised in 1978. While the State of Oregon has adopted these newer guidelines, the City of Portland has not yet done so.

During the past eighteen months, the Bureau of Traffic Engineering has been working with neighborhood associations to develop guidelines for Stop controls for neighborhood streets. This process has resulted in the criteria included in the proposed resolution.

To The Council
June 6, 1980
Page 2

PROPOSED GUIDELINES

The proposed resolution would place traffic control requests into three groups, each with its own set of criteria:

Arterial Streets and Other Streets with more than
2,500 vehicles per day

Guidelines in the FHA's Manual on Uniform
Traffic Control Devices would be followed.

Local Streets whose traffic volume is between 500
and 2,500 vehicles per day

Installation of two-way or four-way "Stop signs
would depend on volume, number of preventable
accidents occurring at the intersection, visibility
or other safety restrictions, and/or persistent
problems with speeders.

Local streets whose traffic volume is less than
500 vehicles per day

A process is proposed involving approval by the
neighborhood association or other organized
citizen's group, polling of neighbors nearby
the intersection, and checks by the Bureau of
Traffic Engineering for adverse shifting of
traffic to other neighborhood streets and
conformity to the City's Arterial Streets
Classification Policy.

This proposed process has been reviewed by the neighborhood associa-
tions and their comments have been incorporated. In addition, a compari-
tion has been made of these proposed criteria with those nine other Western
cities. We find that our policies are more responsive to citizen requests
than those of most of these cities.

RECOMMENDATION

It is my recommendation that the revised Manual on Uniform Traffic
Control Devices (1978) and the special local neighborhood Stop warrants
be approved by Council as shown in the attached resolution.

4AB3

for submission
Wed 6/11



May 1, 1980

MEMORANDUM

CONNIE McCREADY
MAYOR

OFFICE OF
PLANNING AND
DEVELOPMENT

BUREAU OF TRAFFIC
ENGINEERING

D. E. BERGSTROM
CITY TRAFFIC ENGINEER

317 S.W. ALDER ST.
PORTLAND, OR 97204
(503) 248-4295

TO: Cowles Mallory

FROM: Don Bergstrom

SUBJECT: Resolution adopting revised Manual on Uniform Traffic Control Devices and special warrants for Stop control for local neighborhood streets

Back
Ground

The Bureau has experienced an ever increasing demand for Stop signs on residential streets.

The Manual on Uniform Traffic Control Devices has warrants that apply to collector and arterial streets with traffic volumes over 2,500 vehicles per day but do not cover local neighborhood streets.

Purpose
Objective

The Bureau has been developing warrants for Stop controls for local neighborhood streets for over a year, working with input from the neighborhood associations. Most of the neighborhood's concerns have been covered in these warrants.

A comparison of these proposed warrants has been made with nine other western cities and we find that our warrants are more responsive to requests than most of these cities.

Recommendation

It is my recommendation that the revised Manual on Uniform Traffic Control Devices (1978), and the special local neighborhood Stop warrants be approved by Council, as shown on the attached resolution.

RCS:jjp

RESOLUTION NO.

WHEREAS, the City Council on May 11, 1972 passed Resolution No. 31085 adopting the Uniform Manual on Traffic Control Devices for use in the City of Portland, and *by the Federal Hwy Adm*

WHEREAS, this Manual has been revised as of 1978, and

Whereas, the Oregon State Department of Transportation has adopted this revised manual,

WHEREAS, the warrants specified in this Manual for various traffic control devices do not include local streets, and

WHEREAS, it is desirable to adopt warrants that provide for the installation of traffic control devices on all streets within the City of Portland, ~~and~~ *where needed*

NOW, THEREFORE, be it resolved that the National Manual on Uniform Traffic Control Devices dated 1978, as amended, be adopted by the Council as a policy for the installation of traffic control devices on all Major City Traffic Streets and Neighborhood Collector Streets, as shown in the Arterial Streets Policy, plus all local streets with more than 2,500 vehicles per day.

Be it further resolved that on local streets with less than 2,500 vehicles per day, the following warrants shall apply:

Two-Way Stop Signs (Stopping Major Volume) *Dating*

- a. A minimum traffic volume of 1000 vehicles per day on the major street, but no closer than 400' from adjacent Stop intersection; or
- b. An average of 2 reported accidents per year for the last 3 years of the type that are correctable with Stop signs; or
- c. Visibility restrictions that reduce safe approach speed to less than 10 m.p.h.

All-Way or 4-Way Stops

- a. A minimum traffic volume of 1500 vehicles per day entering the intersection; and
- b. A minimum of 1/3 of the traffic entering from the minor street; or

for use by cities in Oregon

revised manual, and

- c. An average of 3 reported accidents per year for the last 3 years of the type correctable by all-way Stops, or
- d. An 85 percentile approach speed 10 m.p.h. greater than the computed safe approach speed.

Be it further resolved that on local streets with less than 500 vehicles per day, which do not meet the above warrants, the following procedures shall be used in considering requests for installation of "Stop" signs:

- (1) Requests and justifications for "Stop" signs shall be approved by an organized citizen's group or neighborhood association.
- (2) The Bureau of Traffic Engineering shall be responsible for validating the request and reviewing the "Stop" location or locations for conformance to the Arterial Streets Classification Policy, or for adverse shifting to traffic to other neighborhood streets.
- (3) Should reason for denial arise, the Bureau of Traffic Engineering shall notify the requestor in writing listing reasons for such denial.
- (4) If the request is valid, the Bureau of Traffic Engineering will develop a petition form and sketch showing the proposed locations of the "Stop" signs and furnish it to the citizens group or neighborhood association along with a boundary map.
- (5) Requestors will be instructed to obtain approval of the "Stop" installations by submitting this petition form with 60% of the boundary area signatures.
- (6) Upon receipt of this signed petition, the Bureau of Traffic Engineering will validate the signatures to confirm the 60% approval.
- (7) If the 60% is reached, the sign installations will be made.

Excerpt from ARTERIAL STREETS POLICY

A. Local Service Street

1. Functional Purpose

- a. A Local Service Street is intended to serve local circulation, access and service requirements for traffic, transit, bicycle and pedestrian movements.
- b. A Local Service Street is intended to provide curb parking and access to off-street parking and loading, unless prohibited by an adopted neighborhood traffic plan or other special circumstances.
- c. A Local Service Street should be limited to off-route and other special transit services, except in cases where they may be used as route end loops for regularly scheduled transit routes.
- d. A Local Service Street is of limited importance in the movement of traffic within the City and such a street may be selectively closed or have restricted access to allow for non-traffic uses, depending upon the desires of local residents and property owners and the need for emergency vehicle and transit access.
- e. Decisions on design treatment and traffic operations on a Local Service Street shall give preference to access to individual properties, and also to the specific needs and desires of property owners and residents along the street.

2. Related Land Use and Development

- a. Major sources of automobile traffic should be discouraged from locating on a Local Service Street unless that street directly connects to a Major City Traffic Street.
- b. The capacity of a Local Service Street shall directly correspond to the nature of land uses and the level of trip generation of land uses located along the street.

ARB3

May 1, 1980

MEMORANDUM

TO: Cowles Mallory

FROM: Don Bergstrom

SUBJECT: Resolution adopting revised Manual on Uniform Traffic Control Devices and special warrants for Stop control for local neighborhood streets

The Bureau has experienced an ever increasing demand for Stop signs on residential streets.

The Manual on Uniform Traffic Control Devices has warrants that apply to collector and arterial streets with traffic volumes over 2,500 vehicles per day but do not cover local neighborhood streets.

The Bureau has been developing warrants for Stop controls for local neighborhood streets for over a year, working with input from the neighborhood associations. Most of the neighborhood's concerns have been covered in these warrants.

A comparison of these proposed warrants has been made with nine other western cities and we find that our warrants are more responsive to requests than most of these cities.

It is my recommendation that the revised Manual on Uniform Traffic Control Devices (1978), and the special local neighborhood Stop warrants be approved by Council, as shown on the attached resolution.

RCS:jjp

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WHEREAS, this Manual has been revised as of 1978, and *Whereas, the Oregon State Department of Transportation has adopted this revised manual.*
WHEREAS, the warrants specified in this Manual for various traffic control devices do not include local streets, and *an.*

WHEREAS, it is desirable to adopt warrants that provide for the installation of traffic control devices on all streets within the City of Portland.

NOW, THEREFORE, be it resolved that the National Manual on Uniform Traffic Control Devices dated 1978, as amended, be adopted by the Council as a policy for the installation of traffic control devices on all Major City Traffic Streets and Neighborhood Collector Streets, as shown in the Arterial Streets Policy, plus all local streets with more than 2,500 vehicles per day.

Be it further resolved that on local streets with less than 2,500 vehicles per day, the following warrants shall apply:

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URB3

June 22, 1980

TO: Ann Lawson-Beerman, Bureau of Economic Development
FROM: Mike Bauer, Bureau of Traffic Engineering
SUBJECT: Traffic Study, Albina Industrial Area

Attached is the Traffic Study Report completed by this Bureau. If you have any questions concerning this report or the traffic data compiled, I would be glad to go over it with you.

Our primary commitment to this study was the gathering of traffic data; thereby establishing a good data base for the Albina Industrial Area. This traffic data base gave us the information needed to discuss and analyze existing traffic patterns and problem areas.

The next objective was the explanation of future transportation projects, and the effects of these future projects on the street system in the study area.

Finally, recommendations were made for improvements to the existing traffic patterns. Because of the limited times and scope of this study, some traffic projects were recommended for further study. Funding for the projects recommended was not discussed, nor are estimated costs available for the recommended projects at this time.

MWB:jjp

URB 3

July 7, 1980

Creston-Kenilworth NEIGHBORHOOD Assn.
Don Cordi
4605 S. E. Center
Portland, ORegon 97206

Re: S. E. 52nd and Holgate

Enclosed is a letter and a sketch sent to the residents affected at the above intersection. As indicated, we propose to install left turn lanes and phasing at this location later this year.

We would appreciate your comments, and if you have any questions, please call Mike Bauer, Bureau of Traffic Engineering, 248-4295.

M. J. Martini
Sr. Traffic Engineer

MMB:jjp

CRB 3

July 7, 1980

Brooklyn Action Corps
Carter MacNichol
4111 S. E. 15th Avenue
Portland, Oregon 97202

Re: S. E. Milwaukie at Holgate

Enclosed is a letter and a sketch sent to the residents affected at the above intersection. As indicated, we propose to install left turn lanes and phasing at this location later this year.

We would appreciate your comments, and if you have any questions, please call Mike Bauer, Bureau of Traffic Engineering, 248-4295.

M. J. Martini
Sr. Traffic Engineer

MWB:jjp

Encl.

URB3

July 7, 1980

Buckman Community Association
Dennis Gilman
1421 S. E. Pine
Portland, Oregon 97214

Re: S. E. 20th & Morrison

Enclosed is a letter and a sketch sent to the residents affected at the above intersection. As indicated, we propose to install left turn lanes and phasing at this location later this year.

We would appreciate your comments, and if you have any questions, please call Mike Bauer, Bureau of Traffic Engineering, 248-4295.

M. J. Martini
Sr. Traffic Engineer

MWBtjpp

Encl.

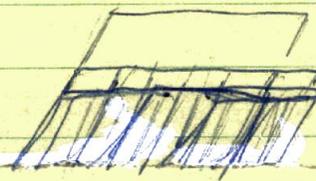
Letter

URB3

Neighborhood Assoc. 5 separate headings

- 1) Brooklyn Action Corps
Carter MacNichol
4111 SE 15th Ave
97202
RE: SE Milwaukee @ Holgate
- 2) Buckman Community Assoc.
Dennis Gilman
1421 SE Pine
97214
RE: SE 20th & Morrison
- 3) Woodstock Neighborhood Assoc.
Steve Wright
5326 SE 40th
97202
RE: SE 52nd & Woodstock

- 4) Sellwood Moreland Improvement League
Catherine Schm
7212 SE 17th
97202
RE: SE 17th & Bybee
- 5) Creston - Kenilworth Neighborhood Assoc.
Don Cordi
4605 S.E. Center
97206
RE: SE 52nd and Holgate



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mmB
encl

THE CITY OF
PORTLAND



OREGON

July 7, 1980

CONNIE McCREADY
MAYOR

OFFICE OF
PLANNING AND
DEVELOPMENT

BUREAU OF TRAFFIC
ENGINEERING

D. E. BERGSTROM
CITY TRAFFIC ENGINEER

317 S.W. ALDER ST.
PORTLAND, OR 97204
(503) 248-4295

Dear Portlander:

Re: Left Turn Signal Phases

On June 30, 1977, the City Council adopted the Arterial Streets Classification Policy. One of the proposals of the A.S.C.P. is to safely facilitate vehicle turning movements on City streets classified as Major City Traffic Streets, and Neighborhood Collector Streets.

Existing conditions at many signalized locations either restrict left turn movements, or do not provide a separate turning lane or signal phasing to facilitate the turning maneuver. Difficulty in making left turns at signalized locations causes people to turn on adjacent residential streets thereby creating traffic problems on neighborhood streets.

In order to improve the left turn movements, this Bureau has begun to add left turn lanes and phasing at selected locations throughout the City. Ten locations were completed in 1979 and by the end of 1980, ten additional locations are scheduled for completion.

To provide room for the additional left turn lanes, parking will have to be removed from both sides of the street on which the left turn lanes are marked. Enclosed for your information is a sketch of the intersection that will directly affect you, showing the lane configurations and amount of parking removal required.

If you have any questions regarding this location, please call Mike Bauer, Bureau of Traffic Engineering, 248-4295.

Sincerely,

M. J. Martini
Sr. Traffic Engineer

MWB:jjp

Encl

URB3

July 7, 1980

Woodstock Neighborhood Assn.
Steve Wright
5326 S. E. 40th
Portland, Oregon 97202

Re: S. E. 52nd & Woodstock

Enclosed is a letter and a sketch sent to the residents affected at the above intersection. As indicated, we propose to install left turn lanes and phasing at this location later this year.

We would appreciate your comments, and if you have any questions, please call Mike Bauer, Bureau of Traffic Engineering, 248-4295.

M. J. Martini
Sr. Traffic Engineer

MWB:jjp

Encl.

uRB3

July 7, 1980

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Sincerely,

M. J. Martini
Sr. Traffic Engineer

MWB:jjp

Encl

THE CITY OF
PORTLAND



OREGON

July 7, 1980

CONNIE McCREADY
MAYOR

OFFICE OF
PLANNING AND
DEVELOPMENT

BUREAU OF TRAFFIC
ENGINEERING

D.E. BERGSTROM
CITY TRAFFIC ENGINEER

317 S.W. ALDER ST.
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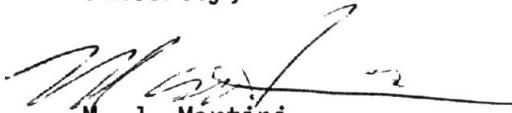
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If you have any questions regarding this location, please call Mike Bauer, Bureau of Traffic Engineering, 248-4295.

Sincerely,



M. J. Martini
Sr. Traffic Engineer

MWB:jjp

Encl

Addresses (Left Turn Lanes)

I) SE Milwaukie @ Holgate - Zip 97202

- | | |
|----------------------------------|--|
| 1) Resident
4425 SE Milwaukie | 8) Terry's Inn
4463 SE Milwaukie |
| 2) 4426 " " | 9) California Girls
4504 SE Milwaukie |
| 3) 4450 " " | 10) The Beard Body Shop
4507 SE Milwaukie |
| 4) 4452 " " | 11) 4510 " " |
| 5) 4454 " " | 12) 4516 " " |
| 6) 4456 " " | 13) 4524 " " |
| 7) 4474 " " | 14) Red's Electric Co
4540 SE Milwaukie |

II) SE 20th @ Morrison Zip 97214

- | | |
|---|--|
| 1) Occupant
1919 SE Belmont | 4) Rose City Sound
1939 SE Morrison |
| 2) Resident
815 SE 20 th Ave | 5) Resident
707 SE 20 th Ave |
| 3) Picedilly Inn Tavern
1940 SE Morrison | |

III) SE 52nd & Woodstock Zip ~~97202~~ 97206

- | | |
|---|--|
| 1) Artiz Circle
5136 SE Woodstock | 6) The Habbit Tavern 52nd
6024 SE 52 nd Ave |
| 2) Our Lady of Sorrows
5203 SE Woodstock | 7) Hardware Joe's
6004 SE 52 nd Ave |
| 3) Resident
5911 SE 52 nd Ave | |
| 4) Resident
5919 SE 52 nd Ave | |
| 5) occupant
5931 5931 SE 52nd 52 nd | |

IV SE 17th @ Bybee - 97202

- | | |
|---|--|
| 1) US Bank
7000 SE Milwaukie | 9) Resident - 6905 SE 17 th |
| 2) Resident
7025 SE 17 th | 10) 6907 " |
| 3) Resident
1708 SE Bybee | 11) 6916 " |
| 4) Resident
1709 SE Bybee | 12) 6906 6916 " |
| 5) Resident - 7018 SE 17 th | 13) 6826 " |
| 6) " - 7026 " " | 14) 6827 " |
| 7) " - 7036 " " | 15) 6815 " |
| 8) " - 7106 " " | 16) 6814 " |

V) SE 52nd and Holgate - Zip 97206

- | | |
|---|---|
| 1) Flaid Panty
5146 SE Holgate | 12) Occupant
4455 SE 52 nd Ave. |
| 2) Resident
4521 SE 52 nd | 13) Occupant
4452 SE 52 nd Ave. |
| 3) Resident - 4529 SE 52 nd | |
| 4) " 4603 " " | |
| 5) " 4614 " " | |
| 6) " 44 11 " " | |
| 7) " 44 27 " " | |
| 8) " 44 31 " " | |
| 9) " 44 30 " " | |
| 10) " 44 36 " " | |
| 11) " 44 44 | |