

ARB  
35

October 1, 1980

Gary W. Lindberg  
Legal Department T-12  
P.O. Box #3131  
Portladd, Oregon 97208

Dear Mr. Lindberg:

This is in response to your request for current traffic counts on S.E. Martins, Tolman and Woodstock.

We are enclosing counts taken September 24th and 25th and also, for comparison, counts at approximately the same locations taken during April of last year.

If we can be of further assistance please do not hesitate to contact us.

Sincerely,

M. J. Martini  
Sr. Traffic Engineer

MJM:mc

Enclosure: Traffic Counts  
Stop sign movements

URB 3-5

Gary W. Lindberg  
Legal Department T-12  
P. O. Box 3131  
Portland, Oregon 97208

# Eastmoreland

Neighborhood Association

September 9, 1980

Mr. D. E. Bergstrom  
City Traffic Engineer  
317 SW Alder Street  
Portland, Oregon 97204

Dear Mr. Bergstrom:

This is to confirm our recent telephone conversation regarding Eastmoreland Neighborhood Association's ongoing attempt to resolve the traffic problems on SE Martins Street. I shall not even attempt to recite the history of this matter as you are familiar with a great deal of it.

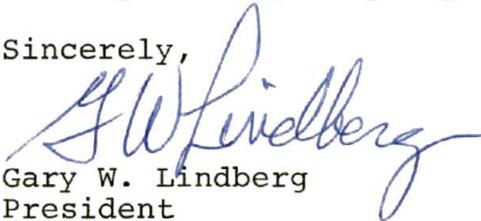
You told me your department would not make traffic changes regarding Martins Street (stop signs, no left turn signs, barriers, etc.) even on a temporary basis, without the consent of sixty percent of the neighbors affected by such change. Please send me a letter setting out this policy.

In order to pick up on the Martins Street question, the Eastmoreland Neighborhood Association requests a traffic count on Martins, Woodstock and Tolman to determine whether traffic counts have changed appreciably to offer any solution to the problem. Such count should include traffic going east and west on Martins, Tolman and Woodstock and the counts should be west of 32d on Tolman and Woodstock. The count should be taken during the middle of the week to more accurately reflect the traffic at peak periods.

You have indicated to me that perhaps a previous count is still valid. If your evaluation is that such count is valid, please send me a copy together with an explanation of its validity.

Thank you for your prompt attention to our request.

Sincerely,

  
Gary W. Lindberg  
President

cc: Janet Clarke

RECEIVED

SEP 11 1980

BUREAU OF  
TRAFFIC ENGINEERING

~~File~~  
Duck

BUREAU OF TRAFFIC ENGINEERING  
INTRA-OFFICE ROUTE SLIP

FROM

DATE

Mar. 14/80

STAFF

BAUER

~~X~~ BERGSTROM

BOLLING

BURDETTE

BUTTENHAM

CHADIMA

CHOATE

DAVIS

DORN

EVANS

FRANKLIN

HASSETT

JAMES

JAPPORT

KNUDSON

KOENIG

LOOMIS

MAGIN

~~X~~ 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

Let's  
Discuss  
for  
Council  
Submission

When did Neighborhood

Wants go to N.A.?

1-31-80

Any comments back?

D.E.B. wants this

Sent to Council

A.S.A.P.

ONE COMMENT

PARKING PATROL DIVISION

RECEIVED

From EAST MORELAND N.A.

Call after 2pm 3/19

File  
D.E.B.  
Phone #

URB 3-5

STACK (WES)

# Eastmoreland

Neighborhood Association

FILE

March 6, 1980

Mr. D. E. Bergstrom  
City Traffic Engineer  
420 SW Main Street  
Portland, Oregon 97204

Dear Mr. Bergstrom:

Re: Proposed City Resolution  
concerning traffic control  
on local neighborhood streets

The Eastmoreland Neighborhood Association has reviewed the proposed city resolution concerning traffic control on local neighborhood streets which you sent to all neighborhood associations by your letter of January 31, 1980.

The Eastmoreland Neighborhood Association recommends the changes as shown on the attached copy of such resolution.

As you know, the Eastmoreland Neighborhood Association has had occasion a number of times in the past to work with your department with regard to traffic problems in our neighborhood. For that reason we feel somewhat competent with regard to traffic control from a neighborhood's point of view.

We appreciate the opportunity to provide you with our recommendations regarding this proposed city resolution.

Very truly yours,

*G. W. Lindberg*

Gary W. Lindberg  
President  
Eastmoreland Neighborhood Association  
Legal Department T-12  
P. O. Box 3131  
Portland, Oregon 97208

DEB

RES. 777-3513 WORK 225-2224

cc: Ms. Janet Clark  
Traffic Subcommittee Chairman

RECEIVED  
MAR 11 1980  
BUREAU OF  
TRAFFIC ENGINEERING

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 or evidence of two unreported accidents
- 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 1000 ~~1500~~ vehicles per day entering the intersection; and
- b. A minimum of 1/4 ~~1/3~~ of the traffic entering from the minor street; or

\* subject, however, to such modification in specific cases as may be recommended by neighborhood associations and subject to preservation of existing traffic controls previously approved by neighborhood associations.

or evidence of three unreported accidents

- 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.

URB 3-5



# MEMO

Bureau  
of  
Traffic  
Engineering

DATE 1/4/80  
FROM Dick  
TO DEB

OF \_\_\_\_\_  
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/coal for stop locations in Eastmoreland.  
Also there are calculations for Present,  
all way stop, & signal costs for S.E. 22<sup>th</sup>  
& Bybee.

REPLY: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

A File

FUEL COST PER STOP SIGN (EASTMORELAND)

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

FUEL COST PER STOP SIGN (EAST MORELAND AREA)

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

FUEL COST PER STOP SIGN (EASTMORELAND AREA)

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

FUEL COST PER STOP SIGN

(EASTMORELAND AREA)

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

FUEL COST FOR TRAFFIC CONTROL DEVICES AT THE INTERSECTION OF SE. BYBEE BLVD AND 27<sup>th</sup> AVENUE

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

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

II PROPOSED THREE-WAY STOP COSTS

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

III PROPOSED SIGNALIZATION COSTS

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