

Community advice sought 4 plans offered for Fremont ramps

You can cross the Fremont Bridge when you come to it, but not by two east-end ramps that have been in limbo for the past two years.

The problem is a dispute over traffic the ramps would generate in the North and Northeast Portland neighborhoods at the east end of the bridge.

Long after other access routes were opened, the two ramps remain virtually unused while the Portland City Council and planners look for ways to overcome neighborhood objections.

Four alternatives will be discussed Monday night, Feb. 2, at 7:30 p.m. in King Elementary School, 4815 NE 7th Ave.

John Kelly, an urban planner for the consultants, CH2M HILL, said he and others hope residents in the area will explain their concerns so that those feelings can be addressed in the report being prepared.

The consultants will not make recommendations, Kelly said, but citizens will be able to express their views later to the city planning commission and the City Council when hearings are held.

The alternatives include three "build" and one "no build," although the "no build" is not as simple as it sounds since it includes some very limited use.

At the moment, the two ramps, commonly called the Ivy Street ramps, have restricted use.

The on-ramp access is such that, in effect, only employees and visitors at



SHORT COOK — This proposal for Fremont Bridge ramps at east end would use Cook to connect with Vancouver (going south) and Williams (going north) but would not allow direct access to Fremont Street.

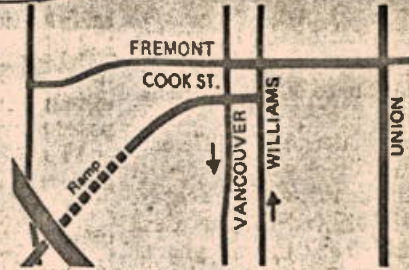
nearby Emanuel Hospital use it. The off-ramp is closed.

The no-build alternative includes the present use of the on-ramp as one possibility, Kelly said. It also includes removing the ramps altogether or barricading the ramps or connecting them both to direct Emanuel Hospital use with traffic controls to discourage high volumes of traffic.

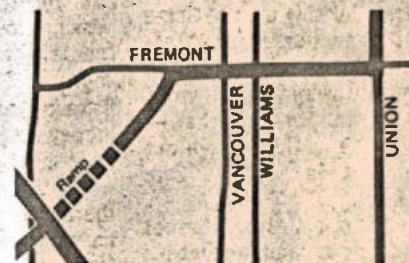
The other alternatives have been labeled the Short Cook, Cook-Fremont and Fremont Boulevard options.

Kelly said the firm was instructed by the City Council to study traffic connections to Union Avenue and encourage use of that street rather than Fremont.

The Short Cook proposal would not allow direct access to Fremont Street.



COOK-FREMONT — This alternative would connect ramp traffic with Union Avenue via Cook and Fremont streets with signals to control volumes.



FREMONT BOULEVARD — This proposal connects ramps and Fremont Street through direct alignment and requires widening of Fremont.

The ramps would connect via Cook Street to Williams and Vancouver avenues, and traffic controls would prevent turns onto Fremont.

The Cook-Fremont option would use Cook and Fremont to connect the ramps with Union Avenue. Traffic signal metering both at the ramps and at Union would limit volumes. The metering would keep motorists waiting longer at those points.

Traffic at Fremont and Union would be discouraged from continuing on Fremont, but turns onto Union would be made easily.

The Fremont Boulevard proposal would run traffic directly between the ramps and Fremont and would require widening Fremont going east to Union Avenue and two blocks beyond. Some houses and businesses would have to be removed.

This alternative, too, would use signals to discourage crossing Union and encourage turns onto Union.

The Feb. 2 meeting is the second of three community discussions of the topic, Kelly said. The firm hopes to publish a report by the end of March.

Decision on
OR
HAR
File

Oregonian 10/3/73 p. 13 84

Fremont Bridge area park plan OK'd

Plans to develop parking, recreation and landscaped areas beneath Interstate-405 and western approaches to the Fremont Bridge were approved Tuesday by the Portland Planning Commission.

Involved are some 10 city blocks (14 acres) which would be leased to the city by the state Highway Division.

Plans, which require City Council approval, call for truck and car parking, bike-ways and landscaped buffers. Parking concessions would be operated by the Portland Development Commission with revenues used to develop neighborhood recreation.

Recreation planned initial-

ly would be an indoor facility tentatively located beneath the bridge approaches.

Janet Bennett, assistant to Commissioner Lloyd Anderson and coordinator of the project, said the plan coincides with federal support for similar projects throughout the country and matching funds are available.

Planners asked approval so work could begin this year before heavy rains slow construction.

The project also has the support of the Northwest District Association, the neighborhood planning group in the area.

In other business, the commission approved an "S" (sign) zone along the Inter-

state-205 freeway within the city limits to counter erection of billboards along the route.

The decision followed studies of the newly adopted Oregon Motorist Information Act allowing billboards in all commercial and industrial areas.

The zoning would also restrict billboards on both SE

Foster Road and Woodstock Street between SE 82nd Avenue east to the city limits.

Planners, who will present the zoning to City Council, stress the need for esthetics and safety and noted that, under the OMIA, local jurisdictions must enforce their own codes.

Opposition came from Bill Barber, of Foster & Kleiser Division of Metromedia Inc., who said the billboard industry was opposed to free-standing signs and the zoning would not be applicable.

"We're only looking for proper placement," he said. "We feel there should be a building behind every sign and only in the commercial and industrial areas."

Banners tattered but still flying Fremont Bridge only 'sure thing' in NW Portland traffic pattern

By PAUL PINTARICH
of The Oregonian Staff

REMEMBER northwest Portland? That's the cozy little close-in urban neighborhood where nearly two years ago planners waved a brand new comprehensive plan like a banner against freeways, industrial expansion, land speculation and general deterioration.

The banner still is flying, vanguard of the Northwest District and Willamette Heights Neighborhood associations, but is tattered by bedraggling delays in getting the plan accepted by the Planning Commission and City Council.

November is the crucial month for Northwest Portland and, perhaps, for the future of the city's other urban neighborhoods as well.

Catalyst is the Fremont Bridge, which this month will open floodgates of traffic into the area, and the only sure thing as far as planners are concerned.

Variables are a promised Planning Commission decision on the plan at a public meeting 7:30 p.m. Tuesday, Nov. 13, at Trinity Episcopal Church; a commission hearing on the Interstate 505 Industrial Freeway route 7 p.m. Tuesday, Nov. 20, in City Hall, and a final council decision on the freeway Thursday, Nov. 29.

These hearings, after years of meetings, dispute and court action are wearing on participants but important in the context of preserving a lifestyle.

Northwest Portland has been scene of a classic land-use battle: Residents, supported strongly by environmental-

ists and Mayor Neil Goldschmidt's philosophy of urban enhancement, are pitted against businessmen — each group asking for sacrifice.

Residents have four major goals: The reversal of present trends toward the loss of housing, preservation and enhancement of services for residents, diversification of the population while increasing the number of families, and maintaining the strength of citizen groups.

The study area is bounded on the north by NW Nicolai Street, W. Burnside Street to the south and east and on the west by the Stadium Freeway (I-405) and Willamette Heights.

Bisecting the area along one of five alternates to be selected by the council will be I-505, connecting the west end of the Fremont Bridge and NW St. Helens Road — a "line of demarcation" according to Ed Storms, president of the NWDA.

As a result of a federal court injunction in 1972, Highway Division consultants have prepared five alternate routes and a "no build" option for I-505.

Included are an initially proposed Upshur route in a corridor between NW Vaughn and Thurman streets, which prompted court action, a route still favored by industry, and four other alternatives:

— Long Yeon (favored by residents): An elevated freeway of four lanes along Yeon to 29th Avenue, at grade through the Guilds Lake Rail Yard, elevated to cross St. Helens Road.

— Short Yeon: An elevated freeway of four lanes from the bridge to Yeon Avenue; Yeon Avenue and St. Helens Road to feed traffic to and from the freeway.

— Upshur-Yeon: A depressed freeway of four lanes between Upshur and

Vaughn streets, also four lanes, elevated to Yeon Avenue.

— Industrial: Four lanes elevated to Yeon and then west across Industrial Street to St. Helens Road.

Ironically, the corridor preferred by residents is the most expensive (\$72.4 million), the Upshur route least expensive (\$29.7 million).

Businessmen, supported by their Neighborhood Improvement Committee, the I-505 Committee of the Concerned and the Western Environmental Trade Association, have argued the Upshur Corridor would be least disruptive to industry, principally railroads, and would create an ideal buffer between homes and factories.

Residents oppose what they feel will be a gash of noise and air pollution reducing the flexibility of the Northwest District Plan.

Basic components of the plan are designed to counter freeway encroachment and to buffer the area from increased traffic through the neighborhood.

The Planning Commission staff, which helped the NWDA prepare the plan, aims for City Council acceptance of major goals at this time.

"These, simply, are to retain the Northwest as a viable residential neighborhood," said Ernest Bonner, city planning director, "a district to house a diverse population close to the center of the city, free of traffic and providing a stimulating environment."

Storms, president of the NWDA since May, said, "we'll stand on the whole plan right now. If the Northwest area

goes down the tube, the rest of the city's neighborhoods will go too."

Storms feels the city must have a plan to mirror the freeway alternatives.

"I don't know how the Planning Commission and City Council feel right now," he said, "but someone must say at least we have a range of decisions. Now, everything is an ad hoc decision. We need standards to make judgments. If a developer presents a proposal at least with the plan he'll know where things can go."

NWDA was formed five years ago to watchdog Good Samaritan Hospital urban renewal and other commercial expansion. At first, the group supported the multiple-use corridor routing of I-505 through Vaughn-Thurman until, according to Storms, it was apparent the Highway Division was ignoring the need for replacement housing.

"Our relationship is good with the Willamette Heights people," Storms said, "we joined them in the suit against I-505, which is their primary consideration. We're broader based, concerned with the entire area."

Morton Paglin, WHNA president, said, "I firmly believe we must attempt to stabilize a mixture of uses recognizing, of course, how important the freeway is to land-use."

"Truck traffic must be routed to the north industrial area to minimize the impact on our streets. Once the freeway decision is made, then land released from the original corridor area can be used creatively."

Storms welcomes business interests

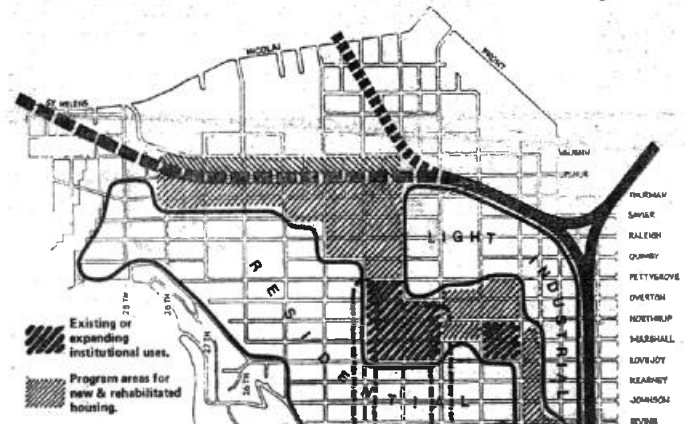
to join with the NWDA because "we can't say 'move out.' We must accommodate their objections. Commercial and some business interests must be allowed because they are needed to serve the people. If traffic becomes heavy and the city widens 21st and 23rd avenues and removes on-street parking, then we lose the people that give

the neighborhood its life.

"Then," Storms added, "the Northwest becomes a transitional district, more than a viaduct for cars. We must take a stand here for the sake of the entire city. We must remember the citizens of the Northwest, and the city, are its most valuable resource."



Isidor Kronowitz, 'this happy m...



REMEMBER northwest Portland? That's the cozy little close-in urban neighborhood where nearly two years ago planners waved a brand new comprehensive plan like a banner against freeways, industrial expansion, land speculation and general deterioration.

The banner still is flying, vanguard of the Northwest District and Wilamette Heights Neighborhood associations, but is tattered by bedraggling delays in getting the plan accepted by the Planning Commission and City Council.

November is the crucial month for Northwest Portland and, perhaps, for the future of the city's other urban neighborhoods as well.

Catalyst is the Fremont Bridge, which this month will open floodgates of traffic into the area, and the only sure thing as far as planners are concerned.

Variables are a promised Planning Commission decision on the plan at a public meeting 7:30 p.m. Tuesday, Nov. 13, at Trinity Episcopal Church; a commission hearing on the Interstate 505 Industrial Freeway route 7 p.m. Tuesday, Nov. 20, in City Hall, and a final council decision on the freeway Thursday, Nov. 29.

These hearings, after years of meetings, dispute and court action are wearing on participants but important in the context of preserving a lifestyle.

Northwest Portland has been scene of a classic land-use battle: Residents, supported strongly by environmental-

ists and Mayor Neil Goldschmidt's philosophy of urban enhancement, are pitted against businessmen — each group asking for sacrifice.

Residents have four major goals: The reversal of present trends toward the loss of housing, preservation and enhancement of services for residents, diversification of the population while increasing the number of families, and maintaining the strength of citizen groups.

The study area is bounded on the north by NW Nicolai Street, W. Burnside Street to the south and east and on the west by the Stadium Freeway (I-405) and Willamette Heights.

Bisecting the area along one of five alternates to be selected by the council will be I-505, connecting the west end of the Fremont Bridge and NW St. Helens Road — a "line of demarcation" according to Ed Storms, president of the NWDA.

As a result of a federal court injunction in 1972, Highway Division consultants have prepared five alternate routes and a "no build" option for I-505.

Included are an initially proposed Upshur route in a corridor between NW Vaughn and Thurman streets, which prompted court action, a route still favored by industry, and four other alternatives:

— Long Yeon (favored by residents): An elevated freeway of four lanes along Yeon to 29th Avenue, at grade through the Guilds Lake Rail Yard, elevated to cross St. Helens Road.

— Short Yeon: An elevated freeway of four lanes from the bridge to Yeon Avenue; Yeon Avenue and St. Helens Road to feed traffic to and from the freeway.

— Upshur-Yeon: A depressed freeway of four lanes between Upshur and

Vaughn streets, also four lanes, elevated to Yeon Avenue.

— Industrial: Four lanes elevated to Yeon and then west across Industrial Street to St. Helens Road.

Ironically, the corridor preferred by residents is the most expensive (\$72.4 million), the Upshur route least expensive (\$29.7 million).

Businessmen, supported by their Neighborhood Improvement Committee, the I-505 Committee of the Concerned and the Western Environmental Trade Association, have argued the Upshur Corridor would be least disruptive to industry, principally railroads, and would create an ideal buffer between homes and factories.

Residents oppose what they feel will be a gash of noise and air pollution reducing the flexibility of the Northwest District Plan.

Basic components of the plan are designed to counter freeway encroachment and to buffer the area from increased traffic through the neighborhood.

The Planning Commission staff, which helped the NWDA prepare the plan, aims for City Council acceptance of major goals at this time.

"These, simply, are to retain the Northwest as a viable residential neighborhood," said Ernest Bonner, city planning director, "a district to house a diverse population close to the center of the city, free of traffic and providing a stimulating environment."

Storms, president of the NWDA since May, said, "we'll stand on the whole plan right now. If the Northwest area

goes down the tube, the rest of the city's neighborhoods will go too."

Storms feels the city must have a plan to mirror the freeway alternatives.

"I don't know how the Planning Commission and City Council feel right now," he said, "but someone must say at least we have a range of decisions. Now, everything is an ad hoc decision. We need standards to make judgments. If a developer presents a proposal at least with the plan he'll know where things can go."

NWDA was formed five years ago to watchdog Good Samaritan Hospital urban renewal and other commercial expansion. At first, the group supported the multiple-use corridor routing of I-505 through Vaughn-Thurman until, according to Storms, it was apparent the Highway Division was ignoring the need for replacement housing.

"Our relationship is good with the Willamette Heights people," Storms said, "we joined them in the suit against I-505, which is their primary consideration. We're broader based, concerned with the entire area."

Morton Paglin, WHNA president, said, "I firmly believe we must attempt to stabilize a mixture of uses recognizing, of course, how important the freeway is to land-use."

"Truck traffic must be routed to the north industrial area to minimize the impact on our streets. Once the freeway decision is made, then land released from the original corridor area can be used creatively."

Storms welcomes business interests

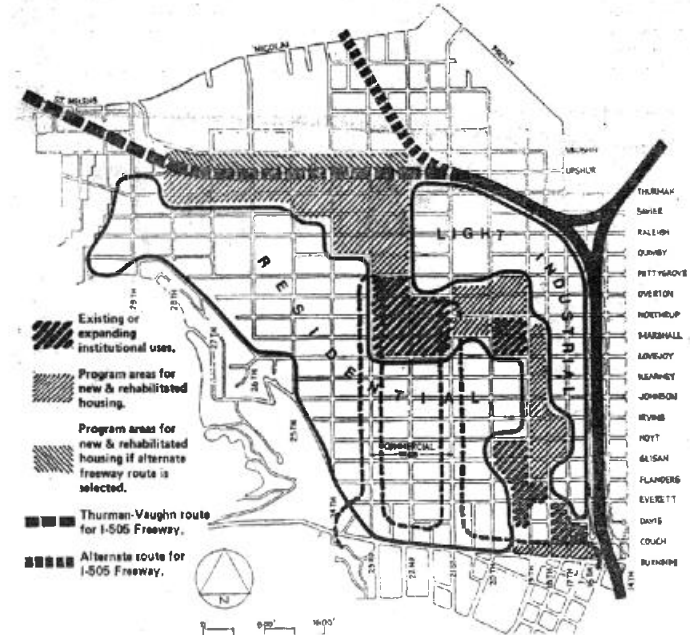
to join with the NWDA because "we can't say 'move out.' We must accommodate their objections. Commercial and some business interests must be allowed because they are needed to serve the people. If traffic becomes heavy and the city widens 21st and 23rd avenues and removes on-street parking, then we lose the people that give

the neighborhood its life.

"Then," Storms added, "the Northwest becomes a transitional district, more than a viaduct for cars. We must take a stand here for the sake of the entire city. We must remember the citizens of the Northwest, and the city, are its most valuable resource."



Isidor Kronowitz, 'this happens'



Concept 3

... reflects the strong feelings of many district residents that industry should eventually be pushed back to a point where the freeway would serve as a natural border.

These hearings, after years of meetings, dispute and court action are wearing on participants but important in the context of preserving a lifestyle.

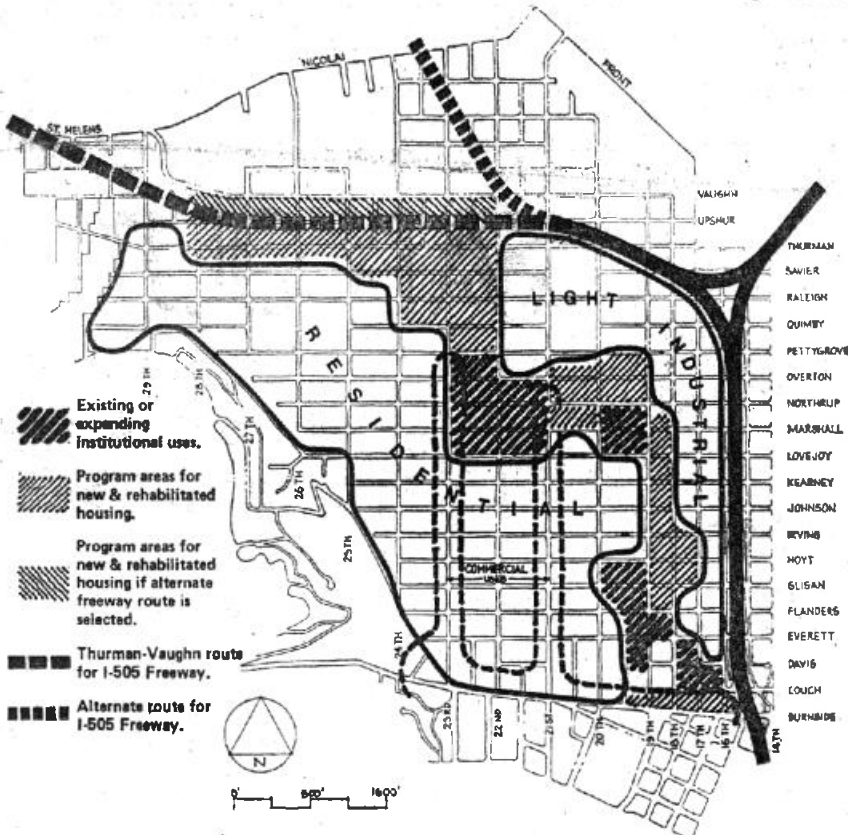
Northwest Portland has been scene of a classic land-use battle: Residents, supported strongly by environmental-

— Short Yeon: An elevated freeway of four lanes from the bridge to Yeon Avenue; Yeon Avenue and St. Helens Road to feed traffic to and from the freeway.

— Upshur-Yeon: A depressed freeway of four lanes between Upshur and

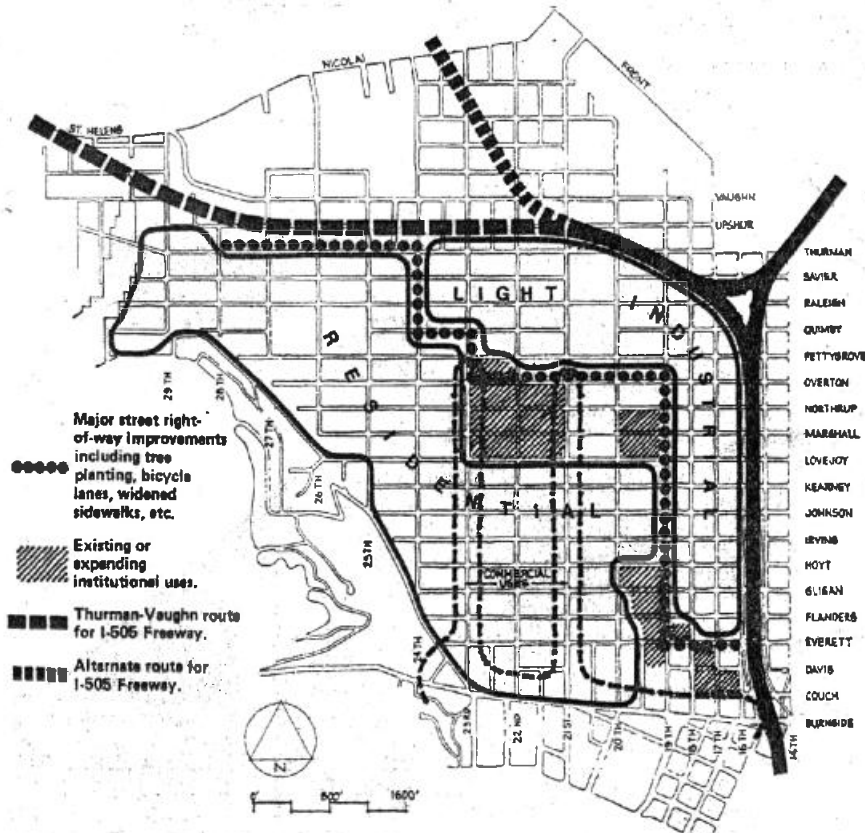
plan right now. If the Northwest area

Storms welcor



Concept 1

..... based on the strategy of linking solid institutional and residential use areas with "reinforced" areas of new and rehabilitated housing to form a solid zone of investment against the expansion of non-residential uses.



Concept 2

..... basically a projection of current trends toward the gradual expansion of the residential edge of the district until it reaches a point where a sharp line could distinguish between conflicting uses.



Concept 3

..... reflects the strong feelings of many that industry should eventually be pushed where the freeway would serve as a natural

capal components can be used when

20311 Fremont File
Emanuel Access

To the Editor: The position of Mayor Neil Goldschmidt with respect to Emanuel Hospital is incomprehensible. Mayor Goldschmidt has made the threat that he will do everything in his power to see that Emanuel Hospital maintains its present location and that he will "fight the hospital at every corner if they attempt to move."

Yet at the same time, Mayor Goldschmidt and the City Council have decided not to open the gate on the Fremont Bridge ramp which would allow patients and doctors easy access to the hospital.

Emanuel Hospital does more charity medical care than all of the other private hospitals in the Portland area combined, yet the City Council and the mayor want to deny access to the hospital from the more affluent areas of the city. Mayor Goldschmidt stated that he is aware that Emanuel Hospital expansion plans have been delayed because of a freeze on Hill-Burton funds which help construct local hospitals, the refusal of the Cost of Living Council to approve rates at the hospital to finance building plans and the closure of Multnomah County Hospital, resulting in a large increase of patients admitted to Emanuel who are unable to pay hospital bills.

While the local medical profession praises Emanuel and supports its attempt to privately finance a major expansion, Mayor Goldschmidt and the City Council, with callous indifference to the medical needs of the local black population and other medically indigent people in the area, have stabbed Emanuel Hospital in the back by not opening the Fremont Bridge ramp to the hospital. A mile will be added to the route by forcing everyone to use the Coliseum exit. The mayor demands that the cleared Emanuel project area be developed, but the City Council is not providing an entrance to the area to make this economically feasible. The City Council "compromise" is to provide a bridge ramp exit but no easy convenient entrance to the Emanuel area.

DAVID M. HOLMES, M. D.,
2326 NW Lovejoy St.

1/29/78

Council O's Flint-Kerby off-ramp

By BJ NOLES
of The Oregonian staff

The Portland City Council Wednesday approved the Flint-Kerby ramp off the Fremont Bridge in North Portland, but only if Emanuel Hospital assures that its expansion program will proceed.

The hospital favored the Ivy Street access and opposed the use of Flint and Kerby streets. It contended the construction of a 200-bed nursing tower depended on efficient accessibility to all areas of the city.

Robert G. Larson, hospital president, called the Kerby route circuitous and said it had no public benefit to the hospital or the community.

Commissioner Connie McCready drove the route during the lunch break in the 4½-hour hearing. She reported it took her 140 seconds from midway on the bridge to the hospital.

Gary Stout, director of the city's Office of Planning and Development, testified that it took the same driving time for both routes.

After the council vote, Larson said he could not say whether the hospital would go ahead with its \$7-million ex-

pansion plan. He indicated he would call a board meeting in the next few days. The hospital is contemplating, also, a \$3-million remodeling job.

Larson said that between inflation and rising construction costs, the hospital was losing \$70,000 for each month of delay.

Mayor Neil Goldschmidt warned that he would "meet the hospital at every crossroad" if it tried to move out of the Eliot area after the displacement of so many citizens to acquire construction sites.

A 2-2 council vote killed the Ivy access. Commissioners Lloyd Anderson and Francis J. Ivancie favored this solution. Goldschmidt and Mrs. McCready opposed. Commissioner Mildred Schwab was in Louisiana, attending the funeral of the father of a friend, pianist Van Cliburn.

The plan for the future, introduced by Anderson, has four objectives:

- Insure compatibility between the long-range solution and the design of the Union Avenue Redevelopment Program.

- Insure that traffic to and from the

ramps be encouraged to use Union Avenue rather than Fremont or other east-west streets.

- Insure that significant, additional traffic will not be generated by the solution.

- Insure adequate access to Emanuel Hospital, Stanton Yard and the immediate neighborhood.

Stout said the Ivy route would cost \$186,500 to Flint-Kerby's \$78,000. The city's share would be \$116,000 and \$27,400, respectively.

Spectators overflowed the council chambers into the balcony for the hearing. In the testimony, businessmen joined Emanuel Hospital in preferring Ivy.

Representatives of neighborhood associations, while deploring either ramp, lined up reluctantly behind Flint-Kerby. They opposed Ivy on grounds it would add to traffic noise and air pollution.

W.F. Brown, 2416 NE 18th St., favored Ivy as the "most practical" but said, "Every part of the city will suffer as long as we are married to the automobile."

Fremont
Ramp

203.1

11/3/74

B

Council delays action on ramp

After listening to more than seven hours of testimony Wednesday, the Portland City Council delayed until Jan. 16 a decision on opening the N. Ivy Street ramp of the Fremont Bridge.

Mayor Neil Goldschmidt asked for the delay to study an alternative plan of using Flint and Kerby streets to provide access to Emanuel Hospital. The Flint-Kerby plan was first proposed Wednesday by Gary Reddick, a leader in the fight against the Ivy Street ramp.

A parade of objectors to the Ivy Street ramp from the Irvington, Alameda, Boise and Sabin neighborhoods testified.

Objections were based on

claims of increased traffic in the neighborhoods, in addition to noise and air pollution.

Supporting the opening of the ramp were Emanuel Hospital representatives and businessmen from Union Avenue who said increased traffic is needed on that street.

Carl Halverson, of the Emanuel Hospital Board of Directors, said the hospital entered into an agreement with the city six years ago which assured the hospital access to the Fremont Bridge.

He said the hospital needs the access to survive.

Roger Larson, president of Emanuel, said the hospital is

planning a \$5-million structure to replace 200 beds at the hospital but that architects designing the building have been taken off the project until the city makes a decision on the Ivy Street ramp.

C. Leslie Wiersen, chairman of the Emanuel Hospital Board, said the hospital must have the bridge access to serve the entire Portland community.

A motion by Councilman Mildred Schwab that the ramp be opened only for mass transit and emergency vehicles failed for lack of a second.

It appeared three members of the council, Lloyd Anderson, Connie McCready

and Francis Ivancie, were ready to vote in favor of opening the ramp but went along with the mayor's request for more time to study the Flint-Kerby plan.

In answer to questions from Anderson, Gary E. Stout, administrator of planning and development for the city, said the ramp would be used by about 12,000 cars a day, a reduction of 4,000 from earlier estimates.

**WE BUILD
GARAGES**
ANY SIZE, TYPE OR PLACE
Call Collect **288-9211**
24 HRS - FINANCING AVAILABLE

Emanuel Will Go Ahead With Hospital Construction

By MARGE DAVENPORT
Journal Staff Writer

Emanuel Hospital announced plans Tuesday to start construction of a \$7 million, 5-story hospital addition to replace 200 beds and a \$300,000 link between hospital and old nursing building.

Emanuel President Roger G. Larson said the decision

to go ahead with construction was made even though final approval for the project has not been granted by the Oregon Health Commission.

The hospital already holds an approved certificate of Need for the expansion project, and last week the OHC's Siting Committee approved transfer of a \$4.7-mil-

lion federal subsidy from Holladay Park Hospital to Emanuel. Holladay Park agreed to the transfer.

Larson said the decision to go ahead with construction, which has been in the planning stage since 1966, was also based on a commitment by the Portland City Council for long range plans to give

Emanuel adequate access from the Fremont Bridge within 2 to 3 years.

"In the meantime, the hospital has been assured short range access," Larson ex-

plained. He said the hospital construction on the bed replacement project will begin in September, 1974, and should be completed in December, 1976.

The construction is a modification of the original 10-year construction plan for a medical center that was part of a 42-acre urban renewal area.

Since its inception, Emanuel has been plagued with problems in connection with its expansion plans. First, urban renewal issues and acquisition of properties held up the plan for about 18 months.

Certificate of Need approval, as required by the 1971 Legislature, delayed the project another 18 months. These delays led to problems in financing under the Economic Stabilization Program, until permission was granted from the Cost of Living Council for a rate structure beyond 1975 to allow amortization of the construction costs.

This permission was given in November, 1973. However,

in December of the same year, the Portland City Council denied Emanuel access to the Fremont Bridge ramps.

Emanuel's board of directors felt that this access was extremely important to the economic development of the entire area, and planning was again delayed until com-

mitment was made to the long range plans for access by the city.

For short range access, Emanuel has been assured that North Williams and North Vancouver Avenues will be upgraded, lighted and landscaped from Northeast Broadway to Northeast Morris.

203
b
Fremont Bridge
Ramp
Fib

New Span Eases Load On 4 Other Bridges

Traffic across the new Fremont Bridge Friday — the first full day's operation — totaled approximately 35,500 vehicles, causing traffic across four other key Willamette River bridges to drop.

Lightening the loads on the Marquam, Broadway, Steel and Morrison bridges is a "significant improvement," according to Robert Bothman, Oregon Highway Division metropolitan engineer. Bothman said the Mar-

quam traffic Friday dropped by 12,000 vehicles to 85,000. The Broadway Bridge also dropped 12,000, the Steel Bridge 6,000 and the Morrison 4,000 fewer.

When SW Harbor Drive is closed, possibly in March, traffic is expected to average 47,000 vehicles daily across the Fremont Bridge, he said.

When N. Ivy Street ramps are opened, traffic is expected to reach 57,000 vehicles daily, Bothman said.

Hold down interim cost

The Portland City Council is scheduled today to choose for development one of two entrance-exit routes that could be used on opening the Ivy Street ramp at the east end of the Fremont Bridge. So much of the information presented regarding probable traffic counts, effects on neighborhoods, potentialities for regenerating the Union Avenue business district, etc., appear unreliable that the City Council should seize on one immutable fact in reaching a decision: Either choice is an interim move until a permanent solution is reached, probably in four years. Therefore, the city should provide traffic access at the lowest possible cost, until a permanent plan is devised, by selecting the so-called Flint-Kirby option.

This route involves a right turn off the Broadway ramp and a rapid trip to NE Broadway, where one would double back on NE Flint toward Emanuel Hospital, which is the principal organization lobbying for improved access. Indeed, the hospital does need improved traffic flow if it is to proceed with a major new construction program. City projections indicate the Flint-Kirby route will redirect about 4,600 cars, almost all of them serving the hospital and the Boise and Eliot neighborhoods. An additional 1,000-1,500 cars than at present will pass in front of Eliot School; however, only some 80 of 400 students are not bused to this school. Cost of this interim plan would be \$78,000, of which only \$27,400 would have to come from city general funds.

By contrast, the so-called Ivy Street alternative, which would channel cars on and off the ramp over Vancouver and Williams avenues to Fremont Street, would cost \$186,500 to develop, with a local cost of \$115,000.

City planners propose to allow a maximum of 6,000 cars a day to use this route each way. Cars, would, in effect, be metered by a traffic light at the foot of the ramp. If many residents from the Irvington neighborhood and areas more to the East used the route, congestion and major delays would follow. This alternative would place an additional 1,100 cars in front of Boise School and 600 cars in front of Alameda School, which have large percentages of children who walk to school. Traffic on Fremont would increase by 4,000 cars a day. A sidelight is that this plan is projected to reduce traffic on Union Avenue, whose businessmen have reportedly favored the Ivy Street alternative because they felt it would increase traffic and business potential for them.

If there had been strong sentiment from Irvington or neighborhoods farther to the East for improved access to the city via the Fremont Bridge, a strong case could have been made for spending local funds to test the possibilities and dangers of the Ivy Street alternative. No such sentiment was evident, even though the ramp discussion has been well publicized over a long period. Therefore, the City Council should not squander public money on the interim solution but should move toward a permanent plan that will improve access to Northeast Portland without turning neighborhood streets into arterials.

10/17 b

Emanuel Hospital officials fears effect of bridge

An Emanuel Hospital official suggested Tuesday that a Fremont Bridge interim exit be built into the Model Cities area.

Roger G. Larson, president of the hospital board, told the City Council informal meeting that Emanuel could not exist in an isolated section of the city.

"We feel that development of the Elliot and Boise-Humboldt areas is absolutely essential for our continued growth in this location," Larson said.

The commissioners were presented with three alternatives for local traffic when the Fremont Bridge opens Nov. 15 but before the final NE Fremont Street exit is completed. They included opening bridge ramps to N. Vancouver and Williams avenues or opening bridge ramps only for Emanuel Hospital.

Gary Stout, administrator of the city's planning and development office, who pre-

sented the options, said the NE Fremont Street exit, which would send traffic to the vicinity of N. Commercial Street, would not be finished for three years at least.

The commissioners will consider the bridge access formally Wednesday, Oct. 24.

Also Tuesday, the commissioners explored the state Highway Division's five alternate routes for Interstate 505 through Northwest Portland.

A series of corridor location sessions will be held throughout Northwest neighborhoods leading up to a formal hearing at 2 p.m. Oct. 30 in the Chapman School.

Landscaping, Parking Lot At Fremont Bridge Given Nod

Portland Planning Commission endorsement was given Tuesday for liberalizing foster-home zoning, and for a city-state proposal for

parking, bike paths and landscaping beneath elevated west approaches to the Fremont Bridge.

The Fremont proposals

were sought by City Commissioner Lloyd Anderson, whose department of public works is coordinating the land use plans and the pro-

posed agreement by which the State Highway Division will lease the approximately 14 acres to the city.

The plans still require City Council approval. Parking concessions, serving nearby businesses, would be operated by the Portland Development Commission, with revenues used to develop neighborhood recreational facilities. No sports areas are planned.

In its regular meeting, the Planning Commission also agreed to recommend to the City Council a sign restriction zone along portions of the I-205 freeway that will lie within city limits.

The city has designated

several other "S" zones.

One bordering the Banfield Freeway was adopted in 1953, and this was followed by the Baldock Freeway and Willamette River bridge approaches in 1959, the Eastbank Freeway in 1961, SW Barbur Blvd. and Harbor Drive in 1965, the Stadium Freeway in 1966 and SE McLoughlin Blvd. in 1968.

Also adopted by planners is a zoning amendment which redefines the word "family," legalizing countless foster-home situations that have been technically in violation of the law.

The old definition, in the zoning code since 1959, permitted a family of four to

have only one foster child, although city Building Bureau and Planning Commission staffs have been advising people differently for years.

The new definition will permit as many as five foster children under a roof thus permitting brothers and sisters to be kept together under foster care.

Mayor vows to fight any move of Emanuel Hospital from east side



NEW ORDER — Interim plan for traffic off Fremont Bridge into North and Northeast Portland and Emanuel Hospital area is shown by arrows on routes.

Planned off-ramp to N. Ivy Street, on-ramp from Fremont Street will be held in abeyance until permanent system is designed.

Mayor Neil Goldschmidt said Thursday he would do everything in his power to see that Emanuel Hospital maintains a major facility at its eastside location.

After the City Council refused to open the Ivy Street ramp from the Fremont Bridge Wednesday, hospital officials said the hospital may not go ahead with its \$7-million expansion plan, part of an urban renewal project that has involved the city.

Goldschmidt said that if the hospital seeks to move a major portion of its facilities to another location, he would fight the granting of a state

certificate of need that would be required before any construction could take place on the new site.

He also said it would be possible to fight a hospital move through zoning regulations and that he would testify against a zone change wherever the hospital wanted to move.

Roger G. Larson, president of Emanuel, said he didn't understand Goldschmidt's statement because he had never said the hospital was going to move.

He said the hospital may have to reassess its plan to be sure that any investment it would make would be in its

best interests.

"This is not one decision; it is dozens of decisions which will be made over a protracted period of time," Larson said.

He explained that Emanuel is associated with two other hospitals, Gresham and Meridian Park, and a decision may be made in the future to centralize certain aspects of all three hospitals.

He cited typing pools, materials handling, radio equipment and isotonic equipment which may be centralized.

He said such decisions may be made on the basis of the best transportation.

Despite the possibility that

some functions could be removed from Emanuel, Larson said there has been no discussion of moving any major facilities.

A laundry employing 80 people serving the three hospitals recently was placed in Gresham after

Water rate to climb

FAIRVIEW — The City Council has raised the users' rate for water service 10 cents per 100 cubic feet. The minimum rate for the first 500 cubic feet of water will jump from \$2.75 to \$3.25, starting March 1.

Emanuel found difficulty locating it in the Elliott neighborhood.

Goldschmidt said the hospital faces financial problems because of a freeze on Hill-Burton funds which help construct local hospitals, the refusal of the Cost of Living Council to approve higher rates at the hospital to help finance its building plans and the closure of Multnomah Hospital, resulting in an increase of patients unable to pay hospital bills.

Land in the Emanuel urban renewal area has been cleared and Goldschmidt said it should not be left unused.

Fremont Bridge opens with wheeze

It was raining hard, so they opened the Fremont Bridge a little early Thursday.

It took longer than expected, however. The 1919 Chevrolet "Baby Grand" touring car, owned by Carter Helming of Tigard, which was to be the first vehicle over, wouldn't start.

Helming's passengers were Glenn Jackson, chairman of the State Transportation Commission, and Frank Branch Riley, 98, an attorney and longtime advocate of better highways in Oregon.

The old car leaned into the Highway Division's blue and yellow ribbons across the bridge's four traffic lanes. Then it wheezed, wheezed some more and finally had to be pushed through the ribbons by bystanders.

There were no speeches and a plaque commemorating the occasion was passed hurriedly to Jackson and Riley, who also signed a Portland Rosarian's log for the event.

Some 30 autos, most of them more than 25 years old, followed the 1919 Chevrolet off the bridge's west end before Highway Division personnel removed barriers at either end.

Within minutes the \$82 million bridge was carrying traffic between Interstate 5 (the Minnesota Freeway) and Interstate 405 (Stadium Freeway).

The bridge opening was the death knell of Harbor Drive along Portland's west bank of the Willamette River.

Robert Bothman, Highway Division Metropolitan Engineer, said Thursday ramp realignments from Harbor Drive to Front Avenue are scheduled for completion the third week in March, 1974.

With the drive's closure, it will become part of a park area that separates it from Front Avenue for the time being. The waterfront area from SW Madison Street to NW Glisan is under intensive study by consultants readying urban renewal plans for the district as far west as SW 4th Avenue and NW Park Avenue.

Bothman said traffic counters have been placed on all of the new bridge ramps, and comparisons will

preopening and postopening traffic levels.

The State Police stationed patrol cars along Interstate 5 north of the bridge's east approach before the opening to chase away waiting motorists apparently wishing to be the first across it.

The east on- and off-ramps connecting the bridge with N. Ivy and Fremont streets remained closed Thursday. City of Portland officials and Highway Division officials will study the bridge's potential effects in the North and Northeast and ways to limit traffic in the area.

Plans call for opening the ramps by next June.

The plaque presented in the truncated, rain-dampened ceremony honored Riley for his long support of good highways in the state.

In an earlier response at a preopening luncheon, Riley told Jackson, "We have dedicated the latest but not the last of a galaxy of river-crossing bridges, magnificent arteries of circulation all pulsing with the traffic lifeblood of a great metropolis," Riley said, "and unsurpassed in any other river-blessed city in our country or the world."

were Glenn Jackson, chairman of the State Transportation Commission, and Frank Branch Riley, 98, an attorney and longtime advocate of better highways in Oregon.

The old car leaned into the Highway Division's blue and yellow ribbons across the bridge's four traffic lanes. Then it wheezed, wheezed some more and finally had to be pushed through the ribbons by bystanders.

There were no speeches and a plaque commemorating the occasion was passed hurriedly to Jackson and Riley, who also signed a Portland Rosarian's log for the event.

Some 30 autos, most of them more than 25 years old, followed the 1919 Chevrolet off the bridge's west end before Highway Division personnel removed barriers at either end.

Within minutes the \$82 million bridge was carrying traffic between Interstate 5 (the Minnesota Freeway) and Interstate 405 (Stadium Freeway).

The bridge opening was the death knell of Harbor Drive along Portland's west bank of the Willamette River.

Robert Bothman, Highway Division Metropolitan Engineer, said Thursday ramp realignments from Harbor Drive to Front Avenue are scheduled for completion the third week in March, 1974.

With the drive's closure, it will become part of a park area that separates it from Front Avenue for the time being. The waterfront area from SW Madison Street to NW Glisan is under intensive study by consultants readying urban renewal plans for the district as far west as SW 4th Avenue and NW Park Avenue.

Bothman said traffic counters have been placed on all of the new bridge ramps, and comparisons will be made Friday between

officials and Highway Division officials will study the bridge's potential effects in the North and Northeast and ways to limit traffic in the area.

Plans call for opening the ramps by next June.

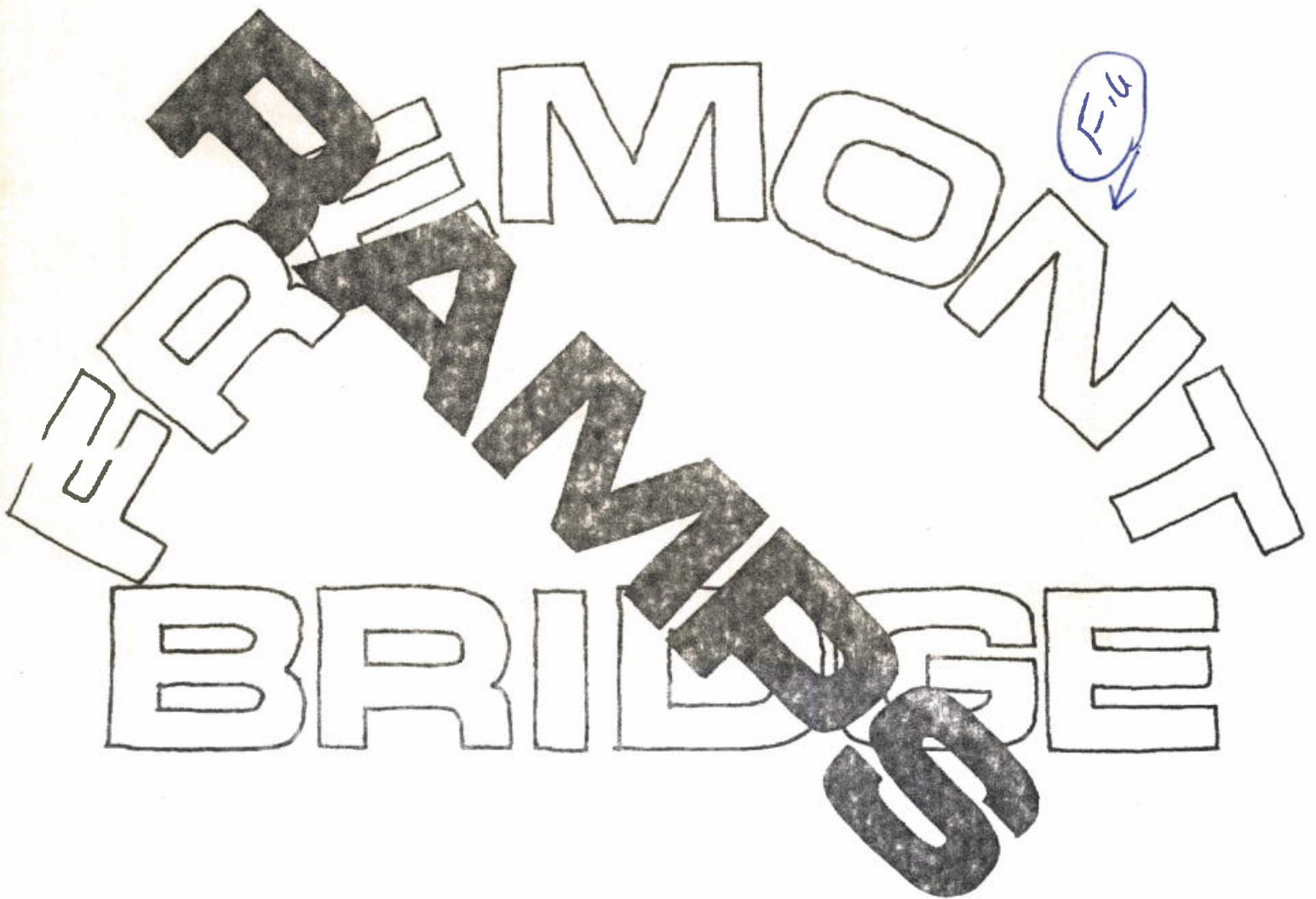
The plaque presented in the truncated, rain-dampened ceremony honored Riley for his long support of good highways in the state.

In an earlier response at a preopening luncheon, Riley told Jackson, "We have dedicated the latest but not the last of a galaxy of river-crossing bridges, magnificent arteries of circulation all pulsing with the traffic lifeblood of a great metropolis," Riley said, "and unsurpassed in any other river-blessed city in our country or the world."

IRVINGTON COMMUNITY ASSOCIATION

NEWSLETTER-DECEMBER 1973

IRVINGTON
BRIDGE



Save-the-neighborhood

(page 1)

The City Council will take up the question of whether to open the east on/off ramps from the Fremont Bridge on Wed, January 2, 1974, at 9:30 AM in City Hall, 1220 S.W. 5th Avenue.

The ICA, at a community meeting on Nov 29, 1973, voted 60 to 1 to keep the ramps closed. This position is supported by the Portland School Board, the Model Cities Citizens Planning Board, the neighborhood associations of Boise, King Sabin and Vernon. The Oregon Environmental Council and STOP (Sensible Transportation Options for People) are supporting closure for automobiles and limited use for mass transit and emergency vehicles only.

The only organization supporting publicly the opening of the ramps for auto traffic is Emanuel Hospital. The hospital claims to need better access for its medical staff, 60% of whom live in Southwest and Northwest Portland, and "for patients and visitors who do not like to travel through a dark, industrial area at night". (This quote is from Roger Larson, Administrator, Emanuel Hospital, which appeared in the Oregonian on Dec 18, 1973.)

Opening the ramps for auto traffic, even with limiting the number of cars to 16,000 per day (8000) each way, will mean:

- 1) The relocation of 9 residential properties on Ivy St., at a cost of approximately \$200,000.
- 2) Substantial increases in traffic on Fremont Street:
 - a. 60% increase between Williams and Union
 - b. 15% increase at N.E. 15th Street
 - c. 8% increase at N.E. 33rd Street

It is important to note that Fremont is almost at capacity now, and Knott St. is at 50% of its potential capacity. According to Don Bergstrom, City Traffic Engineer, these increases will be offset by decreases in traffic on the Broadway and Weidler Streets.

Traffic noise will probably require construction of an earthen wall (berm) on the north side of Ivy between Commercial and Gantenbein to reduce noise levels affecting Boise School and nearby residences.

If you want a ride to the City Council hearing on the 2nd, please call Barbara Reddick at 281-3034, who is arranging car pooling. If you cannot be at the hearing on January 2, you should write and/or call the Mayor and City Commissioners at City Hall, Portland, Oregon 97204, or 248-3511.

If you want more information, please call:

Gary Reddick at 281-3034 or 222-5757

Lew Nashner at 281-2341

Dean Gisvold at 284-3885 or 226-7321

1. TRAFFIC INCREASES

<u>STREET</u>	<u>PRESENT NO. OF CARS PER DAY</u>	<u>NO. OF CARS PER DAY IF RAMP OPEN</u>	<u>INCREASE PERCENTAGE</u>
NE Fremont (West of Vancouver)	4,500	6,000	33%
NE Fremont (East of Williams)	6,500	10,500*	60%
N. Ivy	600	8,600	
N. Williams	10,000	12,000*	20%
N. Vancouver	7,500	9,500	30%
NE Fremont at 15th St.			15%

*These figures were prepared by the Portland City Traffic Engineering Department.

In addition, certain neighborhood streets will probably experience an increase in traffic, such as NE Knott and NE Prescott.

2. ACCESSIBILITY NOW

Using the freeway system to get to NE Portland, you can now use the access ramps at NE Broadway and NE Alberta, which are short distances from the Fremont Bridge.

3. SCHOOLS AND PARKS

Traffic Increases on neighborhood streets, threatens the safety of children going to/from schools and parks.

These schools and parks are located on/near NE Fremont Street:

Boise School
Alameda School

Beaumont School
Irving Park

Sabin School

These schools and parks are located on/near NE Knott Street:

St. Phillips Preschool
Headstart Center #3
(Augustana Lutheran Church)

Irvington School (one block away)
Irvington Peoples Park (one block away)

These schools are located on/near NE Prescott Street:

King School

Humboldt School

4. RELOCATION

Construction of ramps as proposed necessitates the removal of 8 houses and relocation of families at a projected cost in excess of \$200,000.

5. AIR & NOISE POLLUTION

Planners advise that air and noise pollution will increase. It will probably be necessary to build an earthen wall (berm) on the north side of Ivy between Commercial and Gantenbein Streets to reduce traffic noise at Boise School

WHAT YOU CAN DO

- 1) Call and/or write the Mayor and City Commissioners at City Hall, Portland, Oregon, 97204 or 248-3511.
- 2) Attend and speak at City Council meetings when ramps issue is decided: Wed, Jan 2, 1974, 9:30 A.M., City Hall, S.W. 5th & Madison.

WINTER CLOTHING NEEDED

Cold weather and cooler classrooms bring a plea for help from Ann James at Irvington School. Badly needed are donations of sox, underwear, jeans & tops, sweaters, jackets, and boots in childrens' sizes 4-14. You can drop off clothing, in wearable condition, at the School Office or give Ann James a call at 288-6401.

WANTED!!!

One big-hearted outdoorsman to assist John Murray with a great group of 16 kids, ages 11-18, in Boy Scout Troop 85.

AGE: 21 - 99
OCCUPATION: Immaterial
MARITAL STATUS: Single or married
EXPERIENCE: No knowledge of Scouting necessary. Must like kids, camping and hiking.

If you would like to spend any time at all with this fine group of young men, call John at 284-7436 or visit him at 3728 N.E. 15th Ave.

SAVE OUR TREES!!!

Have the city sidewalk inspectors been around your block recently? Are you concerned about that favorite tree of yours that is uplifting the sidewalk the city sidewalk inspectors cited? The sidewalk repair crews often mistakenly root prune trees that hamper sidewalk repair. During the next high wind that tree has a greater chance of being toppled. The ICA would like to save all our neighborhood trees! You can help! If you are concerned about that tree or yours, call us! The ICA will air your concern to City Hall. Call ICA Board member Dave Beltz, 284-8414.

COMMUNITY CLASSES AT SABIN

Get rid of those rainy weather blues by attending a class at Sabin School! Beginning January 21st there will be such things as:

Knitting	Ceramics
Driver Education	Soapmaking
Typing	Crocheting
Photography	Slimnastics
GED (High School Diploma)	Squaredancing
Income Tax Preparation	Sewing

All this and more....Call Lee Paa-vola at Sabin, 288-6538, or pickup a schedule after January 7th at the School, 4013 N.E. 18th Ave.

COMING EVENTS

JAN 3 ICA BOARD meeting
Augustana Church 7:45 pm
Everyone welcome!

JAN 24 General Meeting
Irvington School 7:45 pm
Revise ICA ByLaws

CRIME in your neighborhood.
What are you going to do about it? Come to the next ICA Board meeting, Thursday, January 3, 1974.

*Gavel to gavel coverage of the
CITY COUNCIL meetings on KBOO
FM Radio 90.7 MH. Listen to meet-
ings on Fremont Bridge Ramps
JAN 2, 1974.*

SUMMARY OF DEC 6, 1973, ICA BOARD MEET

1. The Board elected Rich Williamson to fill the vacant board member position.
2. The Housing Committee continues to map deteriorating housing conditions and give information to target houses. The Housing Committee reported that the 3% loans are again available to residents from N.E. 17th to N.E. 15th.
3. The Education Committee discussed the possibility of Irvington School becoming an Early Childhood Development Center.
4. The Board discussed the Fremont Bridge exit ramps questions. The "Stop the Ramp" fact sheet was reviewed. The efforts to organize citizen turnout to public meetings were discussed.
5. The Board moved to support the efforts of Dave Beltz to ask the Traffic Engineer for stop signs at N.E. 22 & Tillamook, N.E. 23rd & Tillamook, N.E. 23rd & Thompson, and N.E. 22nd & Hancock; and "No Truck" signs at N.E. 24th & Broadway. These are efforts to discourage excessive traffic in this section of Irvington.

FOLLOW-THROUGH COMMUNITY CLASSES

Follow-Through Community Classes will begin the week of January 7th. There are no registration fees for these classes and free child care will be provided during class time.

DATE	CLASS	TIME	PLACE
Mon Jan 7	Every Day Spanish	9:00-11:00 AM	Irvington School Ex-Reading Lab
Mon Jan 7	Women's Studies	7:00- 9:00 PM	Irvington School Ex-Reading Lab
Mon Jan 7	Volleyball	8:00-10:00 PM	Irvington School Gym
Wed Jan 9	Parent-Child Communication	9:15-11:15 AM	Irvington School Ex-Reading Lab
Fri Jan 11	Ballet for Adults	9:15-10:30 AM	Irvington School Ex-Reading Lab
Wed Jan 16, 23, 30	Teach Your Child to Talk	7:30- 9:30 PM	Eliot School
Fri Feb 8, 15, 22	Teach Your Child to Talk	9:30-11:30 AM	Irvington School Ex-Reading Lab

Everyday Spanish - Beginning Spanish to learn greetings, travel conversation, and even how to cook Spanish food. If you are interested, call Ann James at 288-6401 or 666-8772 to avoid cancellation of this class, as it requires a minimum registration of 5.

Women's Studies - Discover more about yourself and the history and accomplishments of women. Jerri Peck is the instructor.

Parent-Child Communication - Taught by Irvington-Eliot social worker, Dick De-Cristoforo, this class also has a minimum registration requirement, so call Ann James immediately at 288-6401 or 665-8772 if you are interested.

Ballet for Adults - Basic ballet technique as an enjoyable way to exercise. Call Jan Bruton, 287-1451, for further information.

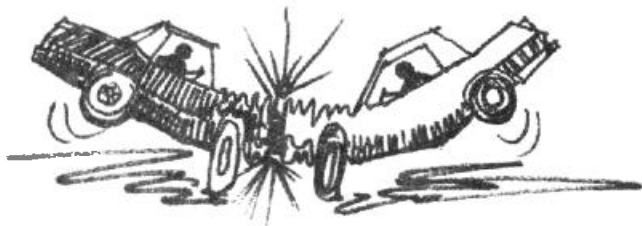
Funds Until June 1974

3% HOME IMPROVEMENT LOANS AVAILABLE

Are you thinking of tackling a new roof, a paint job, of making the house a bit more sound? Do it now, you'll never find a cheaper way to borrow money. The Neighborhood Development Program 312 Loan Program is available for Irvington residents. If you are interested in obtaining this type of loan contact the Neighborhood Development Office at 3605 N.E. 15th, 288-8131. There are no income limits, and funds are available for investors. The present boundary for this type of loan is west of N.E. 15th to N.E. 7th Ave in the Irvington District. According to Don Silva, Chief, Housing Rehab and Development, there are ample funds. Government grants are available to home owners with an income less than \$3,000. The processes involved in obtaining the loan are not complicated. The staff is most helpful and they can usually arrange your advisor meetings around your schedule and occasionally in the home. If you are interested, be sure to inquire at the NDP Office.

TRAFFIC PROBLEMS????

The ICA Traffic Committee is constructing a neighborhood traffic plan for Irvington. But... we need your help! A traffic problem, whether large or small, must be identified and investigated. The City Traffic Bureau has agreed to install traffic counters or send observers to identify problem areas for verification and then suggest possible solutions. We can solve our traffic problems if we can first identify them. Call Traffic Chairman, Dave Beltz, 284-8414 if you are concerned about a particular area.





EARLY CHILDHOOD CENTER IMMINENT FOR IRVINGTON SCHOOL

Amid rumors, gossip and scares of more busing that seem to be associated with this plan of an Early Childhood Center for Irvington School, we'd like to present some facts as to what is and what will be happening.

First of all, the place to go to air your concerns, ideas, and opinions is the Parent Advisory Board (PAB). The title of this group is misleading as it implies there is a select "board" in charge. True, there is a President presiding over the meetings, but the meetings are open to any interested person.

Advisory Boards in the past have not been consulted on major changes by the School Board, such as changing to an ECC. Humboldt School will become an ECC in September 1974. The planning for this model is starting now by three appointed educators, one of whom is Dr. Elaine Bates, Principal at Irvington. The major concern of the Parent Advisory Board at this time is that there be substantive involvement of parents from the Irvington Community in the planning and development of educational objectives. The PAB wants to participate both in the planning for Irvington School itself, and in planning for the children in the community who will not be at that building. They feel there is a strong commitment to integrated education, to maintaining a sense of community, and to the best possible educational program for all our children.

The Parent Advisory Board has gone to Area III Superintendant, Mr. Ray Steed and requested that the community be represented at all levels of planning for the school children of Irvington. These representatives would act as two-way communicators, between the community and planners. Mr. Steed has agreed to this request and will contact the President of the PAB, Joyce Blumklotz, in January to begin planning.

Irvington School has not yet been confirmed as an Early Childhood Center, but Mr. Steed feels it is reasonable to begin planning for this possibility, due to the School Board's interest in this type of education. An ECC basically consists of age 4 thru grade 3. The model used so far has been to bus 4th and 5th graders to other schools. This method, however, is not the only alternative available. The PAB is considering many other possibilities and generally agrees that is in unfavorable to bus these grades out of local schools. Many other problems are being considered by the PAB concerning the staff, program, and school population, all in relation to the ECC. The Parent Advisory Board has a two-page list of ideas and concerns for the total education of the children in Irvington - this information may be obtained at the monthly PAB meetings. The Parent Advisory Board meets the second Tuesday of each month -- the next meeting however will be delayed one week due to the late school opening, so the meeting will be on January 15, 1974 at Irvington School. Additional information may be obtained from the following people:

Joyce Blumklotz	287-5351
Sue Gisvold	284-3885
Gail Nashner	281-2341

You'll find this group at the PAB very dedicated and strongwilled with a deep concern for the right education for Irvington. They are interested and want to work hard to make sure this change for the school will be advantageous for Irvington, and not just a model drawn up by the School Board and implemented without thought to the community.

Figure 9

FREMONT BRIDGE TRAFFIC IMPACT

LEGEND

+21.6
Daily traffic increase when
Fremont Bridge is open
in thousands

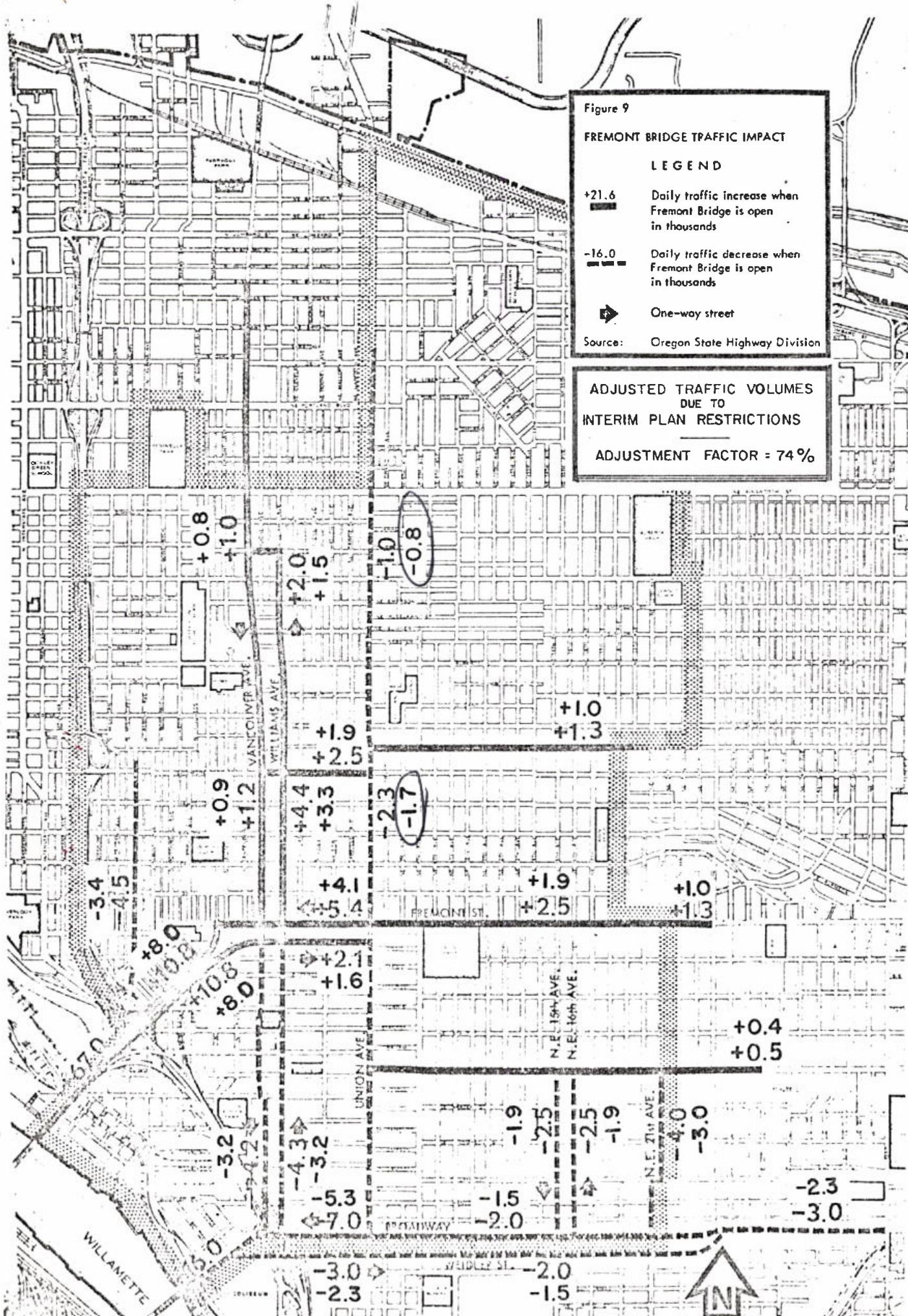
-16.0
Daily traffic decrease when
Fremont Bridge is open
in thousands

One-way street

Source: Oregon State Highway Division

ADJUSTED TRAFFIC VOLUMES
DUE TO
INTERIM PLAN RESTRICTIONS

ADJUSTMENT FACTOR = 74%



3822 An Ordinance entitled, "An Ordinance adopting the recommendations of the Office of Planning and Development regarding the use of the N. Ivy Street ramp of the Fremont Bridge, directing the Traffic Engineer to take appropriate action, authorizing appropriate agreements with the Oregon State Highway Department, and declaring an emergency," was introduced by Mayor Goldschmidt and read twice.

MAYOR GOLDSCHMIDT:
Commissioner Schwab.

COMMISSIONER SCHWAB:
Mr. Mayor, I have talked to several people, including Gary Reddick and Dean Gisvold. I understand they have talked to other Members of the Council.

They state, in effect, that the ordinance before us deals with opening the ramps with certain conditions, and procedurally may limit the discussion and the testimony that some of the audience may wish to give.

They feel, and I am inclined to agree with them, that it is important to hear the concerns of the residents.

Therefore, I would like to make the following motion:
That the issue of the Fremont Bridge east side on-off ramps be reconsidered in full, so that we may receive testimony on the impacts of opening the ramps and the range of options available to the Council.

Commissioner Schwab made a motion that the issue of the Fremont Bridge east side on-off ramps be reconsidered in full, so that the Council may receive testimony on the impacts of opening the ramps and the range of options available to the Council.

MAYOR GOLDSCHMIDT:
Is there a Second?

COMMISSIONER ANDERSON:
Mr. Mayor, I'm going to second the motion, although I'm going to vote against it, but to get it before the Council as a discussion item.

Commissioner Anderson seconded Commissioner Schwab's motion.

MAYOR GOLDSCHMIDT:
It's been moved and seconded that the Fremont Bridge off ramp matter be reconsidered, for purposes of allowing testimony on the question of whether or not it should be opened at all-- which would otherwise not be possible under C. C. No. 3822.
Is there discussion?

COMMISSIONER IVANCIE:
Mr. Mayor, is there any time frame in your mind, as far as testimony, if this motion passes?

MAYOR GOLDSCHMIDT:

Well, I have had a conversation with Mr. Reddick, and I think they have three or four people who would like to make presentations. They don't control everyone that is here.

Once the basic options have been laid in front of us that they have, I would like to try to keep the testimony, per person, as short as possible.

COMMISSIONER IVANCIE:

Would we have the City presentation first, before we entertain testimony?

MAYOR GOLDSCHMIDT:

Well, Mr. Stout can make a report on what the compromise solution is. I think he will tell you that those neighborhoods in the Model Cities area had, prior to the Council decision, declared themselves in opposition to opening. Once the Council decided it was to be opened at an earlier hearing, then he was instructed to go out and reach a solution. He will make the report on what that is, and you can get that prior to taking testimony, or listen to what the community thinks is wrong with opening it at all. I think it's probably just as good to get Mr. Stout's presentation, and then call on them, if you wish.

COMMISSIONER IVANCIE:

I would recommend that we hear Stout first, and then hear citizen reaction.

MAYOR GOLDSCHMIDT:

That's fine with me.

COMMISSIONER MC CREADY:

Do you feel there's a necessity for this, technically, for this particular amendment?

MAYOR GOLDSCHMIDT:

For the motion? I talked to Mr. Osburn. I think basically, the problem is this: on the 26th of October, we adopted a resolution, saying it was to be opened. We instructed Mr. Stout to negotiate the terms--that is, the method or technique by which that was to be accomplished.

We have testimony specifically arguing in behalf of either continued closure or options that would not allow automobiles into the general area of the neighborhood that's most immediately affected.

It is my basic feeling that that is not appropriate to the report in front of us; and while I intend to vote for the motion, I don't intend to use the authority of the Chair to allow people to bring testimony in, if the motion doesn't pass, on this report item--because the report itself is much narrower.

COMMISSIONER ANDERSON:

I think, Mr. Mayor, before voting on the motion we have in front of us now, it might be appropriate for someone to trace through the series of decisions that were made, that brought us to where we are now, starting back at the time the Fremont Bridge originally went under construction, and then the variety of things that have happened very recently, with reference to applying for and getting approval of having a study made of an access to Fremont St., and having that approved at the regional level and forwarded to the State in advance of other requests. In that way, we have a picture as to why or why not we should vote on whether we should open up the question as to whether this ramp should be opened now or not; or whether it should be opened in the future or not. .

COMMISSIONER MC CREADY:

Mr. Mayor, that would help me in making my decision on how to vote on this particular motion. I was not one of the Commissioners that this was discussed with, and I don't know how I feel about the motion.

MAYOR GOLDSCHMIDT:

Well, I don't know if there is any staff person that is prepared to go back as far as Commissioner Anderson is talking about. I would love to get the State Highway personnel and the Commissioners who were here and voted for the bridge in the first place, to explain to me if they in fact didn't intend those ramps to be used for the Rose City-Prescott Freeway--which as far as I'm concerned, is a dead turkey.

Now, we have the question of whether the ramps were depended on by the hospital; and finally, now, a statement in effect by the neighborhoods represented, that while they have continually expressed themselves in opposition, they were not adequately notified--and they do not point the finger at the Council of the action that the Council was taking. They were represented by Model Cities staff, but wished to appear on their own. Essentially, Lloyd, I think all they are saying is, having taken all of that background and history, they just want to make sure the Council gets a clean presentation from them directly. I don't know that they would disagree with the history, or agree with it; but we don't have anybody prepared today to go clear back to the original authorization of the bridge, and come forward.

COMMISSIONER ANDERSON:

Well, I don't want necessarily to hear all the detail; but, let's say, we have recent history, in the last couple or three years, as to what has happened; and certainly that ought to be able to be developed by some of the people that are here in the room.

Mr. Bergstrom, for example, has had some of that; people on the Planning staff have been dealing with it; and I think it's relevant as to whether we're going to open up the question as to whether we're going to hear all aspects of whether or not this ramp should be opened. I raised this question before.

MAYOR GOLDSCHMIDT:

I am perfectly willing for the Council to call on any member of the staff you wish. I think the material you have in front of you relates only to the Council-adopted resolution of October 26, 1973, and what it instructed Mr. Stout to do.

COMMISSIONER ANDERSON:

What I think bothers me is that the Council makes a decision on anything; there are those that, for whatever reasons, and however strongly they may feel about it, don't like the decision, so that they rework it again, and we then hold another hearing on it--and hold another hearing on it--and over and over again. As far as I'm concerned, if we're going to proceed with orderly government, we ought to hear the pros and cons, and then make a decision; and not go over it several times, and then hold another hearing, after all is said and done.

Frankly, I feel rather strongly that if we are going to proceed in some way, let's make a decision and then go. I went before the CRAG Regional Authority on the strength of the Council's action, and asked that they put as Priority No. 1 the funding of the design work that was going to go on the access ramp to Fremont St., and they agreed to it, ahead of other activities.

Now, if the Council is going to reverse its field, and come back again, and, let's say, study whether or not in fact we should build it at all, I think it puts this City in a rather odd position, of charging in one direction, and then turning around and charging in another one.

Not only that, but I suppose I have some disagreements with the substance of whether in fact it should remain closed. But all I'd like to do in, let's say, dealing as the City's representative on the regional agency, is that if the Council takes a position, then be able to stand up and defend it, and not go back and start all over again.

MAYOR GOLDSCHMIDT:

Well, I would grant you the right, as our representative on the Regional Agency, to point the finger at an indecisive Council, if that would convenience it at all. I think the real question is whether or not these citizens who are here are going to be allowed to make testimony in opposition, not just to the plan, but to the opening, and under what set of terms and conditions it can be done, including not at all.

It appears to me that because of the resolution, the option of not opening it at all, or another one which is proposed only for emergency vehicles, is considerably narrower than the position the Council took earlier, which was to allow automobile access, and then to define the terms and conditions.

I'm willing to accept testimony, without, frankly, knowing whether or not there's information out there we haven't heard before. I haven't given anybody the time to go through that presentation in my office, and I'm willing to hear it today

MAYOR GOLDSCHMIDT: (CONTD)

I don't know that it prejudices anybody. I am sure the Region would be glad to have the money back, if that's the way it worked out.

You asked earlier, though, for somebody to trace the history of this. It's not my impression, Gary, that you have that material with you today. If Don Bergstrom is here and can do it, or anyone from the State, we would be more than happy to receive that information.

Don?

DON BERGSTROM, TRAFFIC ENGINEER:

I don't have any information with me. I could, strictly from memory, go back.

From memory, we got to this point in 1965, when an agreement was reached between the Council and the State Highway Commission with regard to this interchange. I don't recall whether that dealt with the Stadium Freeway and the Fremont Bridge, or the Eastbank Freeway; but at that point in time, there was an agreement reached that these ramps would be opened to ground level. I think from the staff standpoint, or at least from my standpoint, the intention was at that time that at some later date, it would be followed with freeway construction that would go on towards the east.

That is about the extent, from memory, at least, Commissioner.

COMMISSIONER ANDERSON:

Let's come back to, say, within the last year or so: what process has taken place?

MR. BERGSTROM:

Well, in the last year or so, we have recognized from the staff standpoint, the need to proceed, due to the opening of the bridge. In the last year or so, there's been positions taken by Model Cities people, opposing the freeway. So on that basis, the thrust in the last year has been on a street-type construction, an improvement as far east as Union Avenue, coupled with the Union Avenue proposed improvement.

MAYOR GOLDSCHMIDT:

Further questions of Mr. Bergstrom? Discussion on the motion?

COMMISSIONER MC CREADY:

If this motion is not passed, this would mean we could not discuss such alternatives as mass transit, emergency vehicles--this sort of thing. We could only discuss this use, this particular opening?

MAYOR GOLDSCHMIDT:

No, I think you can talk about a series of techniques to deal with the automobile. Those options which would preclude automobile access--just either close it, say emergency vehicles and mass transit only--and there are apparently some other options which are considerably narrower than the option which would allow automobile access--and then just try to manage it.

COMMISSIONER MC CREADY:

You're saying--

MAYOR GOLDSCHMIDT:

I'm saying that I don't think those are appropriate to the report, because they are essentially going back to the earlier Council hearing and redoing that.

If we're going to be here a considerable period of time, talking about those issues, I think we need to have back in front of us the basic question--not the report, which is merely carrying out the Council directive to try to reach a conclusion.

Now, the neighborhood also may have criticisms of that solution. Those would all be germane--and I am sure there are going to be plenty of those.

COMMISSIONER MC CREADY:

But the report deals with the best ways--recommendations, say--of opening the ramps; so any other kinds of suggestions of usage of the ramps would be germane to that discussion. The only thing that would not be germane, would be closing the ramp; is that not correct?

MAYOR GOLDSCHMIDT:

I think that's one thing that would not be germane to this report. Another would be a proposal to have mass transit and emergency vehicles only--because I think the sense of the Council, if you look at the minutes, is that we said we would open it to motor vehicles--general motor vehicle use--and then work with the neighborhood to get a settlement on how to deal with that.

If we are going to get at the question of even narrowing it down further, then we're really not talking about this report, but a previous hearing, where this report was instructed to be developed, with a working committee in the neighborhood. Maybe Mr. Reddick would want to speak to the motion; but that's my understanding, and I visited with the City Attorney about it. I just don't feel that the Chair has the authority to admit a lot of testimony on matters that are not germane to this report, but rather are germane to the hearing that was held before.

MR. GARY REDDICK, 2326 NE 17TH AVE.:

This doesn't constitute the beginning of our presentation; it's just a brief opening statement.

I would ask the Council to reconsider the question of opening the east ramps of the Fremont Bridge, for the following reasons:

I represented Irvington on the ad hoc committee formed by this City Council on October 26. During the last six weeks, data has been developed on the impacts caused by the opening of the ramps--such as traffic counts, relocation problems, air and noise problems.

MR. REDDICK: (CONTD)

This data was not available at the last meeting of the City Council, and there's been a serious question as to how many of the citizens were informed as to this meeting.

Further, I do not feel that there's been adequate discussion of all the options available to the Council, and perhaps the best option isn't before the Council this morning.

In addition, the Portland School Board and Northeast neighborhoods have voiced opposition to the opening of the ramps. Therefore, it seems that the Council should take testimony on the impacts and options available.

Because of the late hour--and I know there are a lot of school programs, Christmas programs, today--there are a number of citizens from Northeast communities and other groups who have come here specifically to hear this issue--with your permission, I would like to have them raise their hands, just to get on the record how many people are here for this issue this morning. (A large number of persons raised their hands.)

MAYOR GOLDSCHMIDT:

The record will show there are eight people here.

(Laughter from Council and audience.)

MR. REDDICK:

Efficient transportation systems depend on the astute analysis of the fit between neighborhoods and transportation modes--a fit that in this case holds the livability of some of the Northeast in the balance.

I would ask one of the Commissioners to make a motion this morning, so that we can discuss all the issues that are involved. Thank you.

MAYOR GOLDSCHMIDT:

Thank you, Mr. Reddick.

Further discussion by the Council?

The motion being put resulted in Yeas, Commissioners Ivancie, Schwab, and Mayor Goldschmidt, 3; Nays, Commissioners Anderson and McCready, 2; whereupon the motion was declared carried: the issue of the Fremont Bridge east side on-off ramps was ordered reconsidered in full, so that the Council may receive testimony on the impacts of opening the ramps and the range of options available to the Council.

MAYOR GOLDSCHMIDT:

Mr. Stout, I think Commissioner Ivancie would like to have a presentation of what your recommendation represents; and that would be appropriate at this time. I think the Council all have copies of a December 14 report that Mr. Stout passed out.

GARY STOUT, DIRECTOR, PLANNING AND DEVELOPMENT:

I have asked Mr. Wilde from my office to point to various areas on the map of the area in question, as we reach into my report.

MR. STOUT: (CONT'D)

On October 26, Council directed my office to work with the Traffic Engineer and representatives of the Eliot, Boise, Irvington, and Sabin neighborhoods, Emanuel Hospital, and the State Highway Division, in order to produce an interim solution for access from the Fremont Bridge ramps to Emanuel Hospital area.

The Council directed that the solution should protect the livability of the neighborhood; should minimize the flow of traffic; consider acquisition of residences adversely affected; provide for closing of the ramps if excessive traffic, accidents, or air or noise pollution levels occur; and provide a solution that could be implemented if the ramps opened by June 1, 1974.

In accordance with the Council's directions, an ad hoc committee was formed, in order to do this.

The neighborhood sentiment, frankly, was not to open the ramps, because of adverse traffic impact. However, the neighborhood representatives present also felt that if the Council decided to pursue an interim solution, that certain restrictions and guarantees by this Council could minimize these adverse impacts and create a situation that, while it may not be desirable, would at least preserve livable conditions in the area.

It is recommended that the Council adopt the following restrictions, in order to minimize neighborhood impact:

1. Restricting ramp traffic to one lane in each direction, by narrowing down in the area there, that Mr. Wilde is pointing out.
2. Signalization and intersection improvements at Ivy and Vancouver, and Ivy and Williams.
3. Signalization to be used to restrict traffic to a maximum of 8,000 average daily traffic in each direction, to be successively decreased if problems of air pollution, noise pollution, or excessive traffic appear. The ramp traffic is to be continually monitored at the ramps.
4. Readiness to make Ivy St. one-way westbound between Rodney and Williams, and one-way eastbound between Rodney and Union, if excessive through traffic appears.
5. Readiness to control volumes, or take other steps necessary to insure that traffic accident increases do not exceed the mean for the City in the various intersections involved. These accidents are now below the mean for the City, per 100,000 vehicles passing the intersection.
6. Retaining parking on Fremont St.
7. Not erecting signs directing traffic from other parts of the City, on or off these ramps; in other words, to erect signs only for local access and an identification sign right at the entrance to the ramps themselves.
8. Monitoring air pollution to insure that EPA's national ambient air quality standards, and the California standard for lead contamination not be exceeded. DEQ and the Highway Division have agreed to this monitoring program, and the City's net investment will be approximately \$90 for equipment.

MR. STOUT: (CONTD)

9. The noise is to be restricted in the area by constructing a berm or deflection wall on the north side of Ivy St., between Commercial and Gantenbein, if noise standards are exceeded at Boise School or the north side of Fremont St.

10. The emergency vehicles using the bridge should not use sirens on the bridge ramps, and truck traffic should be prohibited between 8:00 P.M. and 7:00 A.M., if nighttime noise standards listed in my report are exceeded.

11. Finally, the City and its agencies should stand ready to acquire properties and relocate residents in a maximum of nine residential properties on Ivy St., between Commercial and Williams, on a voluntary, property owner-initiated basis, due to the hardship established by placing 16,000 vehicles per day--that's 8,000 in each direction--in close proximity to these residents. The estimated cost of property acquisition is \$93,500. Based upon conversations with City staff, it earlier appeared that these properties could be late acquired by the State, if the long-range solution--that is, the connection of the ramps over to Union Avenue--happen to fall within that corridor. However, now, I am informed there is no assurance that the City would be reimbursed for this \$93,500.

In addition, relocation benefits of an estimated \$71,500 could be made available from Model Cities sources, to relocate these people.

My memorandum of December 14 contained this information in greater detail, and also a map of the projected traffic volumes, on one of the pages.

In closing, I would add that many of the intersections and streets in that general area are operating at, or very near, capacity. While the above traffic control measures may sound somewhat harsh, they are necessary, not only to protect the livability of the neighborhoods affected, but to prevent the necessity for other public expenditures that may be necessary in order to increase traffic-carrying capacity on other streets and intersections in the general area.

MAYOR GOLDSCHMIDT:

Mr. Wilde, could you just indicate again on that map how the traffic will flow, on and off?

MR. DENNIS WILDE, DEPARTMENT OF PLANNING AND DEVELOPMENT:

Traffic coming off the bridge would use this ramp into Ivy, pretty much as indicated here. The way it is presently constructed, traffic proceeding to the bridge would come down Fremont to Commercial, make a left-hand turn at Commercial, and then enter the bridge ramps here at Commercial.

The recommendation that was worked out, as a part of this ad hoc committee, was to do away with this existing constructed on-ramp connection here at Commercial; to put both the on and off traffic on Ivy, and narrow it to one lane in each direction, whereas now, it's two lanes in each direction.

MR. WILDE: (CONTD)

In addition, there would be traffic signalization and construction for a right-hand turn here at Vancouver and Ivy.

MAYOR GOLDSCHMIDT:

Where does the Emanuel property begin?

MR. WILDE:

This is part of the Urban Renewal area, existing Urban Renewal project. It extends up to the south side of Ivy St. This property is presently cleared of all structures.

This is the Kirby St. loop, which has just recently been completed, which services Emanuel Hospital and Stanton Yard. It connects on the south with Russell St.

MAYOR GOLDSCHMIDT:

Other questions by the Council?

COMMISSIONER SCHWAB:

Mr. Mayor, the question in my mind is, as we narrow it down to one lane, how far up would that possibly back traffic at busy hours?

MR. STOUT:

I think, in conversations with Mr. Bergstrom--he may wish to speak to this point--if excessive numbers of people attempt to use those ramps in peak hours, we could get a backup of a quarter of a mile easily, perhaps up to half a mile. Our assumption is that the metering of the ramps will be used in such a way that people will know that congestion will be created, if too many people attempt to use it, and that this control, or metering, or resultant congestion will eventually result in these people using other routes. In effect, we won't get the through traffic peak-hour commuting problem that could be difficult, not only in this area, but in other intersections and streets.

COMMISSIONER SCHWAB:

You don't think that will back up traffic, actually, on the bridge, then?

MR. STOUT:

Not actually on the bridge, because those ramps are rather long; but it would back up traffic on the ramps, yes.

MAYOR GOLDSCHMIDT:

Don, do you want to comment on that?

MR. BERGSTROM:

The traffic coming off the bridge would be metered by timing the signal at Vancouver. If excessive amounts of traffic--that is, over the 8,000 that we have proposed in this--attempt to go that way, then they would be metered down.

MR. BERGSTROM:

There would be a backup created by this type of device. It seems to me that we have something like 1/3 of a mile between Vancouver and the actual ramp taking off the bridge itself--so that you could get up to 1/3 mile of backup of traffic, before that traffic would begin to affect any operation on the bridge itself.

Now, I don't feel, myself, that the traffic would back up that far and wait that long, to get out this exit. Instead, they would take alternate routes under that situation, which would be either Broadway-Weidler on the south; or on the north, it would be the Going St. interchange.

COMMISSIONER SCHWAB:

Well, I suppose what is bothering me there is, assume we do have an emergency vehicle coming across, and the traffic was backed up, and they got stuck there.

MR. BERGSTROM:

The ramp itself has two-lane capabilities. It is only a short section, just prior to getting to Vancouver, where we would limit traffic to one lane. So that you would have the capability, as far as emergency traffic was concerned, of going right through this bottleneck; and on a siren basis, I would think that you could get through that. They wouldn't have to wait this 1/3 mile in line, to get through this.

COMMISSIONER MC CREADY:

Mr. Mayor:

Has there been any estimate made of what kind of an additional increase of air pollution would be contributed, if those cars are idling there, if they are backed up?

MR. BERGSTROM:

We have not made any calculations. We made some calculations--I would rather refer to the air quality people, as far as the streets themselves. Frankly, I don't feel that is going to happen, Commissioner. I think it would be very unlikely that this type of situation would ever develop.

COMMISSIONER MC CREADY:

You have asked for their help, for their recommendations?

MR. BERGSTROM:

Yes.

COMMISSIONER MC CREADY:

This 16,000, that you are trying to limit it to, have you any estimate of the percentages of the origin and the destination of the 16,000--say, how many were going to the hospital, how many to the neighborhood, how many were going east, west; how many are going on through?

MR. BERGSTROM:

Yes, we have made projections on that. This 16,000 level is practically all, very high percentage, Model Cities area traffic--in other words, out as far east as 21st. There would be slight volumes of traffic even as far east as 33rd; but when we get out that far, we're talking about very minor and insignificant numbers of traffic counts.

COMMISSIONER MC CREADY:

When you say Model Cities area, do you mean, are you lumping hospital and Model Cities together?

MR. BERGSTROM:

Yes.

COMMISSIONER MC CREADY:

Is there any way of differentiating? Do you have any figures?

MR. BERGSTROM:

I think the estimates that we used, as far as the hospital is concerned--and the hospital people here probably have those figures; but as I recall, they were something in the 3,000 range.

COMMISSIONER MC CREADY:

Then, in that recommendation from Gary--maybe he's the one I should have asked about the acquisition of that property--if the people want to sell, because of, say, noise and air problems. Have there been any recommendations or any exploration of what you would use that property for? I realize you are traffic--this isn't your bailiwick--but you must have been sitting in on this; or is there someone else who is better qualified to answer that?

MAYOR GOLDSCHMIDT:

Gary, did you hear the question?

MR. STOUT:

Yes, I did. We frankly do not have a reuse plan for that area in there. It appears that one of the favorite options for the long-range solution to Union Avenue, would take the long-range ramp construction, or road construction, immediately by those residences affected; and that many, if not all, potentially would be removed by that construction and long-range solution.

So we haven't prepared a reuse, because our assumption was that the probabilities are that those residences would eventually have to be removed in any case.

I don't wish to leave the impression that that's the only way the long-range solution could go. It seems to be one of the favorite options, at this point.

COMMISSIONER MC CREADY:

Tell me: Have you examined what the percentage-- or that goes back to your motion for opening this thing up. Can you give me any kind of an estimate of the percentage that would be solved, of the problem of traffic, if this were opened only to mass transit and emergency vehicles? Or was that not your charge, so you really didn't look at it?

MR. BERGSTROM:

We really didn't, and we have not looked at it from that aspect. I suppose the police, fire, and the hospital, on an ambulance basis, could perhaps give you some indication of how much use. Frankly, I couldn't. Mass transitwise, I really couldn't answer that, either. That would, I suppose, take some looking at, to see what might use the facilities. So I really couldn't answer the question.

COMMISSIONER MC CREADY:

One last question:

I've had several different estimates given me on the amount of actual time that would be saved getting to the hospital via the ramps, or going the other route. Do you have any official time tables on this; how much actual time would be saved going this way?

MAYOR GOLDSCHMIDT:

This is measured from some point on the West Side?

COMMISSIONER MC CREADY:

No; I think from the ramps.

MAYOR GOLDSCHMIDT:

Well, I think it's got to be measured against some other alternative way to get to the hospital, unless I misunderstand your question.

COMMISSIONER MC CREADY:

By use of the bridge.

MAYOR GOLDSCHMIDT:

The hospital, I think, is the one that's done some looking at this traffic on the West Side, and how much time saving there would be. At the point in time when Mr. Larson, or someone from the hospital is given an opportunity, maybe we can make a note on that.

COMMISSIONER MC CREADY:

That's all of mine for the moment.

MAYOR GOLDSCHMIDT:

Lloyd?

COMMISSIONER ANDERSON:

I don't know whether this would be to Don or Gary.

We are looking at servicing a portion of the City by basically two ramps now, one at Going St. and one at Broadway-Weidler. This is the third one that would be coming into that area. Some of these, of course, will serve a smaller area, and some a larger one, than just the area under consideration.

The question would be, by the operation of this ramp, if you are looking at total traffic generated, are we talking about more cars total by building this ramp--that is, the generation of additional traffic as a result of constructing this facility? I don't know how many cars you've got now.

MAYOR GOLDSCHMIDT:

If you have Going, Broadway-Weidler, and put this one in, are you going to get a net increase?

COMMISSIONER ANDERSON:

Will you get a net increase in the number of cars that are coming to and from the freeway facility?

MR. BERGSTROM:

I think this is true, Commissioner, without the metering; but under the proposal, with this metering, I don't think there would be.

COMMISSIONER ANDERSON:

You don't see any increased generation of traffic, then, as a result of the construction of this access ramp?

MR. BERGSTROM:

No, I would not. Let me say that what we're talking about at the 16,000 level, if the ramp is not opened here, then in my view, this same amount of traffic would redistribute, but would use other ramps, the other two--

COMMISSIONER ANDERSON:

Well, it's already using those ramps.

MR. BERGSTROM:

Yes, that is correct.

COMMISSIONER ANDERSON:

The net effect, as I would understand it, then, is by building this ramp, you would relieve traffic on the other two ramps.

MR. BERGSTROM:

That's correct.

MAYOR GOLDSCHMIDT:

Let me see if I can back that off again. This is where I thought you were headed.

Anything that's on the two ramps now that would prefer to use this, I think we will agree, uses that--uses this ramp. The question is, though, if this ramp opens, will you attract any new traffic to the system?

COMMISSIONER ANDERSON:

That was the point I was getting at, the first point.

MAYOR GOLDSCHMIDT:

And I think we skipped over that. That is, somebody who might now use the Broadway Bridge, not come on the Fremont at all, because it would just force them to go back on the Weidler exist. Somebody coming from Northwest Portland, goes up Broadway, and goes wherever they're going to go, if this opens, might be inclined to use this instead of Broadway. Maybe I misunderstood your question.

COMMISSIONER ANDERSON:

Let me pursue--because what we're talking about is traffic in the City; we're talking about traffic in the neighborhood, and the question as to whether this facility generates more traffic, if it's built.

Well, if it generates more traffic, whether that traffic currently is going on Broadway, on the other two ramps on and off, or whether it's going on the Broadway Bridge, perhaps is irrelevant. The question is, are we going to have a net increase in the number of people using their cars as a result of the construction of this facility? Your answer to that, as I would understand it, is no.

MR. BERGSTROM:

As far as these particular ramps are concerned. Now, let me--

COMMISSIONER ANDERSON:

That didn't answer my question, Don--because we've got total vehicle trips in the City, right now--say, a million a day. You build these ramps: do you increase the number of vehicle trips?

MR. BERGSTROM:

Not in the Model Cities area, no. In other words, Commissioner, are you saying, just because you build it, more people go across the river?

COMMISSIONER ANDERSON:

More people, instead of taking the bus, they'd take their car, because it's more convenient--that sort of thing.

MR. BERGSTROM:

I don't feel, under this proposal, that that would be true.

MAYOR GOLDSCHMIDT:

Can we pursue that, Lloyd?

In effect, you're saying that by conveniencing the people in their automobiles, there will be no increase. I'm serious--because that's what I understood your answer to be. If there's a decrease in the time it takes to travel from Point A to B by automobile, that's no incentive to ride the bus--and what we are offering in theory is a better level of service for certain people in the Model Cities area.

COMMISSIONER ANDERSON:

This hasn't been brought up, and I've avoided it deliberately, so far. We have some other forces at work that are going to cause the diminishing of the use of the automobile, anyhow. We have gas rationing, with 10 gallons a week for cars. You can be assured that the traffic generation in the City is going to drop dramatically.

But what I was trying to get at is your judgment as to whether we're going to generate or not generate more vehicle trips in the area, as a result of the construction of the facility--and as I understand it, your answer is no.

MR. BERGSTROM:

That is correct. The answer includes the other two ramps, if you don't open this.

COMMISSIONER ANDERSON:

Then, if we have two other ramps that are being used as access to the freeway, and traffic goes from its point of origin to those ramps to get onto the freeway now, what we're doing is shifting the way that traffic moves, as I would understand it.

MR. BERGSTROM:

That is correct.

COMMISSIONER ANDERSON:

In other words, it goes along the Williams-Vancouver couplet, or it takes other means to get down to Weidler; gets up to the Going St. access. Has there been any analysis of what the reduction would be in the traffic on those streets, as a result of the construction of this facility? You're going to have an increase on some streets--that is, the east-west ones; is there the expectation that you'll have a drop on other streets, where traffic is no longer going to these other access points to the freeway facility?

MR. BERGSTROM:

We've made an analysis of this, and there are some streets, for instance, that don't change at all. We're looking at Vancouver, for instance, between Ivy and Cook; and our projection indicates that the traffic volumes with the bridge, these ramps being opened, would be the same as they are existing today, or in the first part of November.

MR. BERGSTROM: (CONT'D)

So we are getting some changes there. For instance, the traffic that's now using Vancouver to get to the Broadway Bridge, we will utilize the Fremont Bridge, so there's a decrease. Then we will have the increase from the Fremont Bridge there-- so it comes out even in that particular situation.

COMMISSIONER ANDERSON:

Which streets would drop in traffic as a result of the construction of this facility?

MR. BERGSTROM:

We feel Broadway and Weidler would be the biggest change.

COMMISSIONER ANDERSON:

But the traffic from the Model Cities area that goes to Broadway and Weidler has service streets coming to it--say, 15th and others. Would there be an expectation of a drop in traffic on those streets?

MR. BERGSTROM:

On the north and south feeders to Broadway-Weidler, we have not analyzed that; but if that Model Cities traffic is now using those north-south streets to get to Broadway-Weidler, there will be a reduction in those volumes. But we have not analyzed that, to know exactly what the change would be.

COMMISSIONER ANDERSON:

I think one of the arguments that has been given, is that by the construction of this access to this area, you are going to be increasing the traffic on certain streets in the area, and that that increase in traffic is going to have a negative effect on the people that live in the community.

If as a result of the construction of the facility, you are going to generate more traffic, so that you are not only going to have the traffic you've got on the existing streets, but more traffic on other streets, then you would be hard put to to say that it's a good argument that we ought to build it.

If the forecast is that the total amount of traffic is going to remain stable, and you will have in effect a reduction on other streets, then we will need to measure the trade-offs, between one street and another. The missing, then, is the trade-off: what's the reduction on the other streets?

MAYOR GOLDSCHMIDT:

Well, I'm having a hard time following the line of the argument, for this reason:

Irvington, for example, goes through a planning process, and after a hassle, which this Council participated in, diverts its traffic off 16th back to 15th, in order to insulate its neighborhood.

MAYOR GOLDSCHMIDT: (CONTD)

Their argument, I don't think, is really the question of total numbers of automobiles; but in a sense now, they're going to face an assault from the west to the east, that they've really tried to attack from the south going north.

I don't think it's just a question of the distribution. They are trying to avoid the distribution issue by essentially saying, "We don't want a new thrust coming from the west to the east up Fremont.

COMMISSIONER ANDERSON:

They already have a thrust on that street. It's carrying almost 100% capacity, right now.

MAYOR GOLDSCHMIDT:

Well, they're going to have to speak for themselves; but Don's suggestion that he's not sure what the reductions on 15th would be, if people made the adjustments--that's relevant. But I think the real issue is fundamentally whether or not they want it in there, want any adjustment at all--not how much it will be, and what the trade-offs are.

I have some problems--and I had a problem when Gary presented the report--but this is what he was told to do--figuring out how it is that over the long haul, if we get the backup, which Don doesn't believe is going to be there, in fact, this Council is going to respond to more pressure from the hospital or anybody, saying, "We've got incredible delays on that ramp;" and now, we've got to open it.

Essentially, Gary was sent out to do a job. I think they've done the best job they can, under the circumstances; but I don't think that the set of trade-offs you're describing are the only set of trade-offs that are present. That wasn't what Don was asked to comment on; but I think the analysis is void of that particular thing. I don't for example understand it to be a good policy to make it easier for people to travel from the Northwest over the Fremont, then over the Broadway Bridge.

The intent was to let the Council ask questions of the staff, and to allow Mr. Reddick, on behalf of the neighborhood, to present some options. It is now 12:10, and I would ask the Council how you want to handle it.

COMMISSIONER ANDERSON:

Well, I have a meeting I'm supposed to go to at lunch.

MAYOR GOLDSCHMIDT:

Mr. Reddick, this, I assure you, is not a technique to make you lose your crowd; but do you have some specific time that you would like to resume this discussion? Can the members who are going to make the specific presentation being at two?

I see some people nodding their heads no.

MR. REDDICK:

I think three might be better.

MAYOR GOLDSCHMIDT:

We've got some other matters on the Calendar we have to dispose of--the water rate matter, for example.

COMMISSIONER ANDERSON:

I've got this problem, Your Honor. We gave notice to people that we were going to have a water rate hearing this morning; and we gave notice several weeks ago. Then this matter comes on the Calendar completely out of the blue, as far as timing is concerned. So we've got a situation as far as responsibility, I think to the people that we've brought in from San Francisco and elsewhere, over something that came on the Calendar the last week.

MAYOR GOLDSCHMIDT:

My assumption is, if we could stay for the meeting on Harborton, the Council may be confronted with that situation again, unless it's willing to continue this matter; and I'm perfectly willing to have that settled now. I think we ought to handle water rates today.

COMMISSIONER IVANCIE:

Mr. Mayor, I think if we meet all day long, and we go beyond six or seven, our attention span no longer functions. I think I have said that in the past.

MAYOR GOLDSCHMIDT:

We have made some great decisions at eleven.

COMMISSIONER ANDERSON:

As far as I'm concerned, I think we ought to hear a certain amount of time with reference to this ramp issue, and then cut it off, and if necessary, continue it. I would say, continue it to next week, or two weeks from now. But let's settle the issue that we've spent some time on, and agreed to meet on, this week, and act on it.

MAYOR GOLDSCHMIDT:

If you look at your Calendar, starting with the second item on Page 8, you've got the rest of 8, all of Page 9, all of Page 10, and what's left on Page 11, to complete, beginning at two. It wouldn't really inconvenience us to have this item taken up at three--we still have these things to dispose of.

COMMISSIONER MC CREADY:

Mr. Mayor, I have a commitment at seven tonight.

JOHN TORAN, ATTORNEY, 234 SW SALMON ST.:

Mr. Mayor, I know that many people have come here at great expense to themselves to make a presentation today, and it appears that if a presentation does take place today, it would be an abbreviated one, and one which will leave many people unsatisfied.

MR. TORAN: (CONTD)

I am wondering if we can get some kind of determination of how many people would be satisfied to have the hearing continued at this point, between Christmas and New Year's, to give people an opportunity to be here and to be fully heard, as opposed to having a portion of a presentation now, and being faced with the possibility the presentation will be continued. I am wondering if there is any strong feeling opposed to this.

MAYOR GOLDSCHMIDT:

I'm not going to ask you to poll the audience. We've got five people here, who have to vote on it. I agree that it may be better that we find out now if we're going to continue it.

We have a number of no votes on continuing this on into the evening, so we will continue this two weeks, if that is satisfactory, Commissioner.

COMMISSIONER ANDERSON:

Two weeks would be fine with me.

MAYOR GOLDSCHMIDT:

This matter will be heard two weeks from today as a continued item, and Mr. Reddick's testimony will begin at that time.

By unanimous consent, C. C. No. 3822 was continued to January 2, 1974, at 9:30 A.M., as the first item under Matters Continued.

AT 12:15 P.M., BY UNANIMOUS CONSENT, COUNCIL RECESSED TO DECEMBER 19, 1973, AT 2:00 P.M.

AUDITOR OF THE CITY OF PORTLAND

Lillian R. White
Council Reporter

Clarify - Kirby - this on
② Transit - last mtg
③ Flint - com mtg
Freemont
Ramp File ①

1 Xerox for me
original to Auditor

On Oct 26th Council directed my office to work with representatives of the Eliot, Boise, Irvington, Sabin Neigh bords, a Traffic Engineer, Emmanuel Hospital & State Hwy Division to produce an interim solution for access from the Freemont Bridge Ramps to Emmanuel Hospital.

Council directed Solution should:

- ① protect the livability of the neighborhoods
- ② minimize the flow of traffic
- ③ consider a quietness & residences adversely affected
- ④ provide for a closing of the ramps so it excessive traffic, accidents, or air or noise pollution levels occur

& ⑤ provide a solution that could be implemented by June 1, 1974.

Hwy Dept, Traffic Eng, Hosp. Neigh representatives:

In accord with Council's directions an ad hoc Committee was formed. A Neigh bords residents sentiment frankly was not to open the ramps because of adverse traffic impact.

However, neighborhood representatives also felt that if Council decided to pursue an interim solution, that ~~certain~~ certain ~~commitments~~ ^{and restrictions} by this Council could minimize these adverse ~~impact~~ impacts and create a situation that, while it may not be desirable, would at least ~~preserve~~ minimize the impact, preserve livable conditions in the area.

(2)

It is recommended that the Council adopt the following restrictions in order to minimize neighborhood
~~These recommendations for minimizing impact are:~~

- 1) restricting ramp traffic to one lane in each direction
- 2) signalization and intersection improvements at
Joy + Vancouver, + Joy + Williams

- 3) Signalization be used to ^{restrict} ~~control~~ traffic to a ^(each direction) maximum of 8,000 ADT, to be successively decreased if problems of air pollution, noise pollution, or

① Fremont
Bridge
Coun. 5

② Emergency
shortage max
2-3 years

excessive traffic appears. (Ramp traffic to be continually monitored
10-12,000 ADT → Control right down to zero. ^{will not give in to} ~~will not be~~ ^{open ramps more fully.}
→ Guarantee that passers ~~to~~ ^{will not give in to} one way westbound

- 4) Readiness to make Joy ^{one way westbound} between Rodney + Williams + one way eastbound between Rodney + Union if excessive through traffic appears.

- 5) Readiness to control volumes, or take other steps, to ensure that ^{do not exceed} ~~control~~ accident increases ^{above} the mean for the city

- 6) retaining parking on Fremont, ~~and~~
- 7) Not erecting signs directing traffic, from other parts of the city, on or off these ramps.

- 8) monitoring air pollution to ensure that EPA's national Ambient Air Quality Standards and the California standard for lead contamination not be exceeded.

(DEQ + Hwy Division have agreed to this monitoring program and City's net investment will be \$90⁰⁰ for equipment.)

- 9) Noise be restricted by constructing a berm or deflection wall on the n. side of Joy between Commercial + Gantenbein if noise standards are exceeded at Boise school on N. side of Fremont Street.

(cost)

(pronounced)

(3)

Mgt of study

- ① avoid generation of add'l traffic
- ② discourage traffic east of Union
- ③ Bus movement
- ④ Reduce congestion at other intersections (15th)

10) Emergency vehicles should not use sirens on the bridge

range + truck traffic should be prohibited between 8pm

7am, if nighttime noise standards are exceeded

10~~1~~ Long Range Solution - not directed at Fremont Avenue + its Agencies

11) Finally, the City should stand ready to acquire properties and relocate residents in a maximum of 9 residential properties on Ivy (between Commodore Williams) on a voluntary property-owner initiated basis due to the hardship established by placing 16,000 vehicles/day in close proximity to these residences.

estimated cost property acquisition

\$93,500

(wording changed here) → properties could be later acquired by ^{the} state

No Assurance due to State Long Range solution.

In addition, relocation ^{Funding} Benefits of an estimated

\$71,500 could be made

available from Model Cities ^{sources}

My memorandum of Dec 14th contained this info. in greater detail, and a map of projected ^{traffic} volumes.

Questions.

In closing, add that many intersections and streets in the area are operating at, or near, capacity. while the above traffic control measures may sound harsh they are necessary not only to protect the livability of the neighborhoods affected, but to prevent ^{the necessity for} other public expenditures for traffic to increase traffic carrying capacity of other streets in the general area.

THE CITY OF
PORTLAND



OREGON

OFFICE OF
PLANNING AND DEVELOPMENT
GARY E. STOUT
ADMINISTRATOR

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

MEMORANDUM

To: Files

Date: December 31, 1973

From: Dennis Wilde *DJW*

Subject: East-End Fremont Bridge Ramps

Re: Mass Transit and Emergency Vehicle Access Only Option

- ① emergency vehicles should use w. side hospital
- ② energy crisis
- ③ 5 min. benefit to PM.
- ④ noise & pollution
- ⑤ cost of operation

The following is the result of conversations, during the past week, with several people regarding the feasibility and need for such a facility.

Police Bureau - Jim Harvey, Captain of Traffic

This alternative would provide only limited improvement over present operations and would be of no great benefit to the bureau. In addition, the problems of monitoring and control could be substantial. At first glance, it does not seem very practical.

Fire Bureau - Chief Bowman

Their primary concern is for access to accidents on the bridge rather than for east-west access. Their existing stations would not benefit greatly from having the ramps open except for a multiple alarm fire in the vicinity of Fremont and Union.

Tri-Met - Tom King, Manager

Their operations' staff looked at the bridge in light of the Transit mall and present routings and time schedules. Their conclusion is that no present advantage would result from the use of the bridge or ramps. Most routes could not efficiently use the bridge and those few that could estimated time savings were not significant enough to warrant the necessary route changes.

Emanuel Hospital - Roger Larson, President

At present, Emanuel is one of the three major trauma centers in the metropolitan area along with Woodland Park and U. of O. At present, they have approximately 2,030 emergency vehicle responses per month. The breakdown of these trips is as follows:

N. Portland	N.E.	S.E.	N.W.	S.W.
1,010 (50%)	420 (21%)	410 (20%)	70 (4%)	120 (6%)

At present, ambulance companies do not use Emanuel for west side emergencies unless patient requested. The bridge ramps would make a substantial difference, bringing more west side emergency patients.

Summary - The Mass Transit/Emergency Vehicle only option does not appear to be terribly useful or a practical alternative.

M E M O R A N D U M

To: File

Date: November 6, 1973

From: Dennis Wilde

Re: DEQ Involvement in Interim Solution to Fremont Bridge Ramps

I called Mike Downs of DEQ Friday to request their participation in establishing the ambient air quality for the Fremont Corridor and in assisting standards for air quality in the corridor. The results of that conversation were as follows:

DEQ is not in a position at this time to establish a permanent monitoring station on Fremont. Cost of the equipment alone would be approximately \$5,000 plus the required daily or, at the minimum, every other day maintenance. As of this time, there is no adequate method established for periodic measurement for air quality. He suggested that we contact Tony George of the environmental section of the Oregon State Highway Comm. to aid in establishing ambient air quality base using traffic volume and speed statistics. Mike did say that DEQ would like to be involved in establishing the standards and criteria for air quality that would be used in determining future environmental impact. Mike did say, however, that DEQ would be interested in assisting in developing a noise monitoring program, and it would be possible for them to work with us in establishing the ambient noise level in the Fremont Corridor. He suggested that a letter be drafted to Diarmund O'Scannlain laying out the request for such assistance.

MEMORANDUM

J.B.

To: Bill Scott

Date: October 26, 1973

From: Gary Stout

Re: Fremont Bridge Ramps

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

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

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

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

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

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

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

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

Frank - open the bridge ramps immediately. (However, he is willing to accept a compromise recommendation.)

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

Lloyd

Recommendations

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

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

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

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

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

5. Consider leaving parking on Fremont to Union Avenue.

6. Consider a traffic divertor at Williams and Beech.

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

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

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



File

MEMORANDUM

OFFICE OF
PLANNING AND DEVELOPMENT
GARY E. STOUT
ADMINISTRATOR
1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

To: Neil Goldschmidt, Mayor

Date: October 15, 1973

From: Gary Stout

Re: Eastside Fremont Bridge Ramps

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

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

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

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

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

These are:

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

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

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

Not opening the bridge ramps will have the following;

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

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

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

Advantages

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

Disadvantages

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

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

2.

3.

*Cont. Bakery
Chase Corp.*

Two additional disadvantages which are not included in the memorandum, but which are very important are:

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

Neil Goldschmidt, Mayor
October 15, 1973
Page 3

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

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

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

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

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

PORTLAND MODEL CITIES - CITY DEMONSTRATION AGENCY

Interoffice Memorandum

(Fremont Bridge
Ramp File)

NOV 21 1973

November 21, 1973

TO: Gary Stout
Administrator of Planning and Development

FROM: Michael Henniger
Physical Program Coordinator

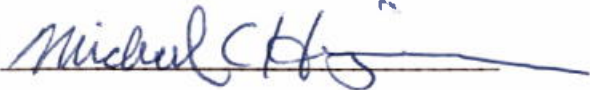
RE: Fremont Bridge Relocation Obligation

Under HUD regulations, activities which require relocation benefits, but for which no relocation funds are available, must be covered by Model Cities relocation resources if the activity is within the Model Neighborhood and conforms to the objectives of the Comprehensive City Demonstration Plan. Displacement caused by an "interim opening" of the Fremont Bridge Ramps would, therefore, require Model Cities coverage if no other resources are available.

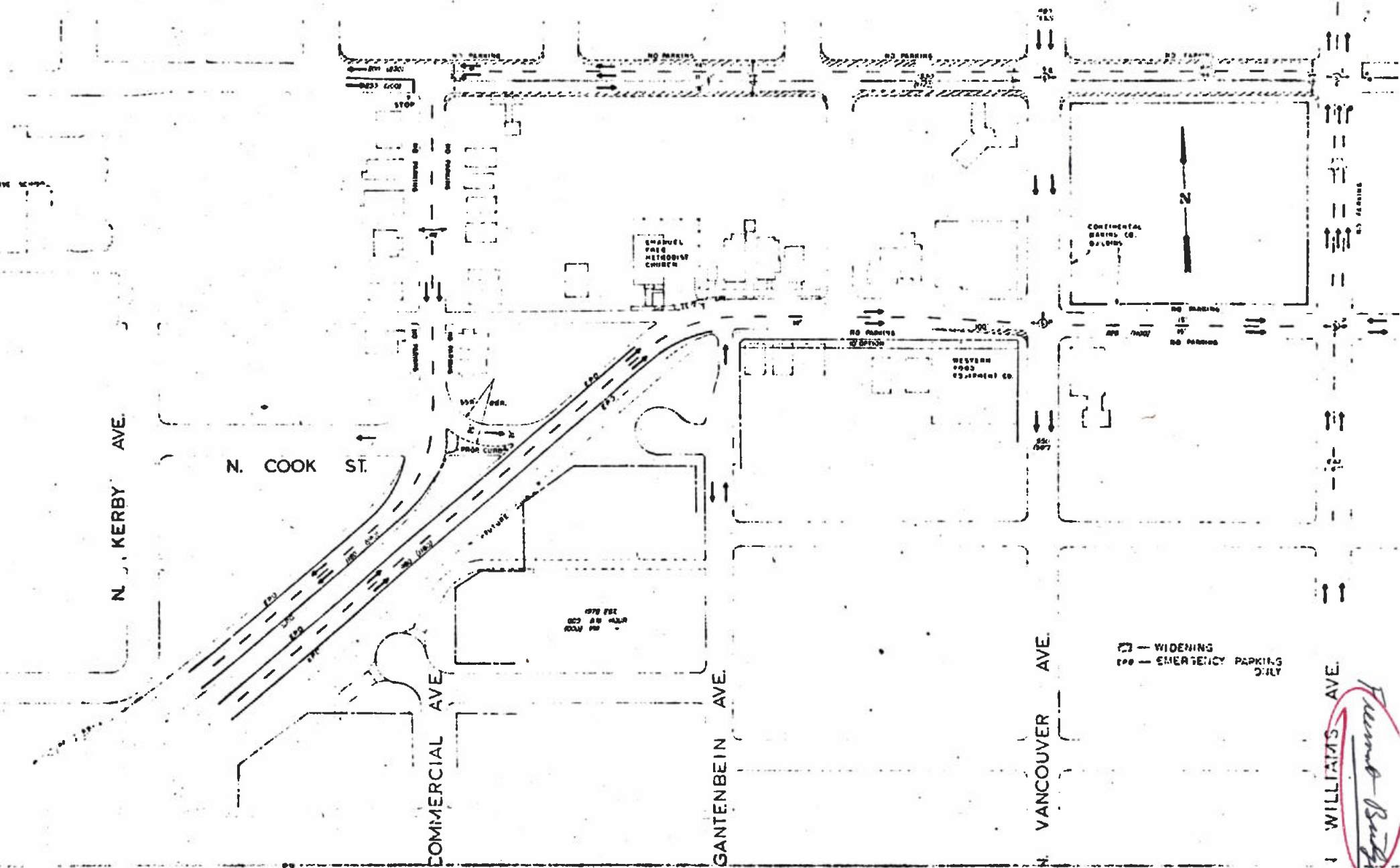
It is my understanding that there has been discussion regarding city payment of relocation benefits to be reimbursed by the state when the long range plans are implemented on Fremont Street. If such an arrangement can be agreed to, it is important that Model Cities be so informed. The Citizen's Planning Board has instructed the staff to identify surplus funds. In order to accurately forecast future encumbrances on relocation funds, we must know as soon as possible whether the city will seek coverage of relocation expenses by Model Cities. I would, therefore, request that Dennis Wilde be responsible for this determination at the earliest possible date.

Please let me know if there are further questions which I could elaborate upon.

MH



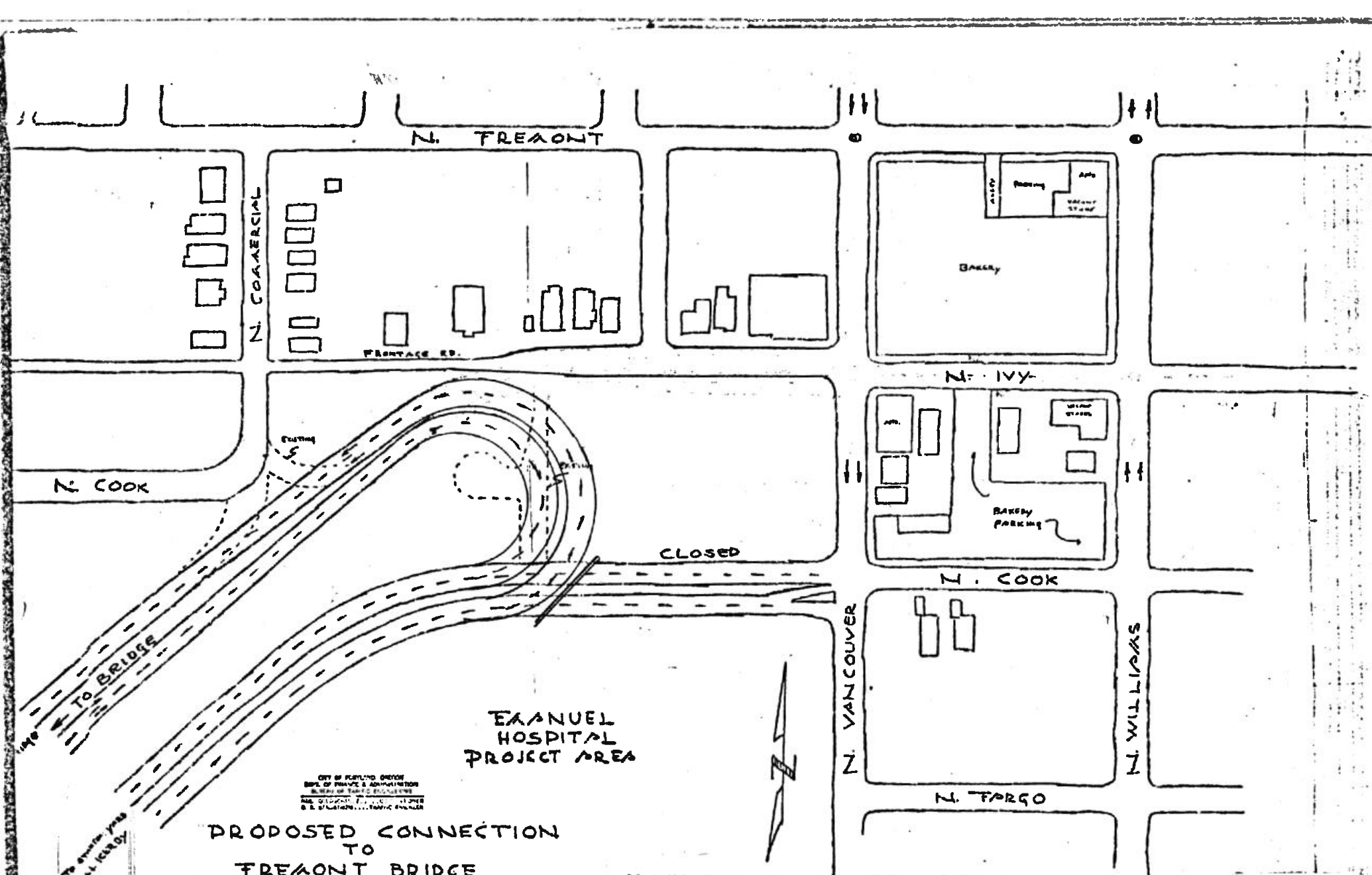
cc: A. Raubeson
E. Roberts
D. Wilde
M. Opton
Official Files (2)
Physical Files (1)



N. COMMERCIAL - IVY ALTERNATE

WILLIAMS AVE.

Flamingo Baby Ramps

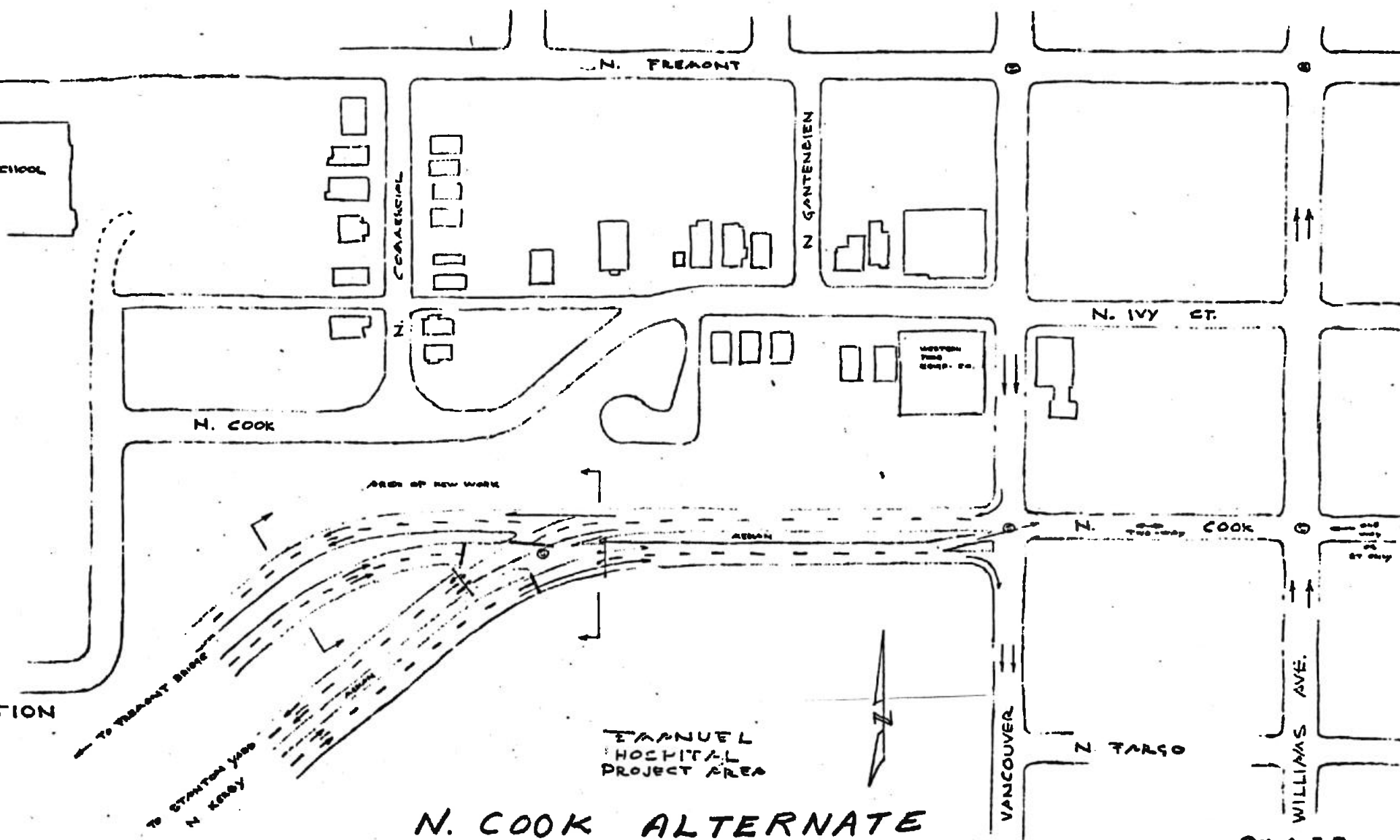


CITY OF PORTLAND, OREGON
BUREAU OF PUBLIC WORKS
BUREAU OF PUBLIC ENGINEERS
AL. OLSON, ENGINEER
S. E. OLSON, ENGINEER

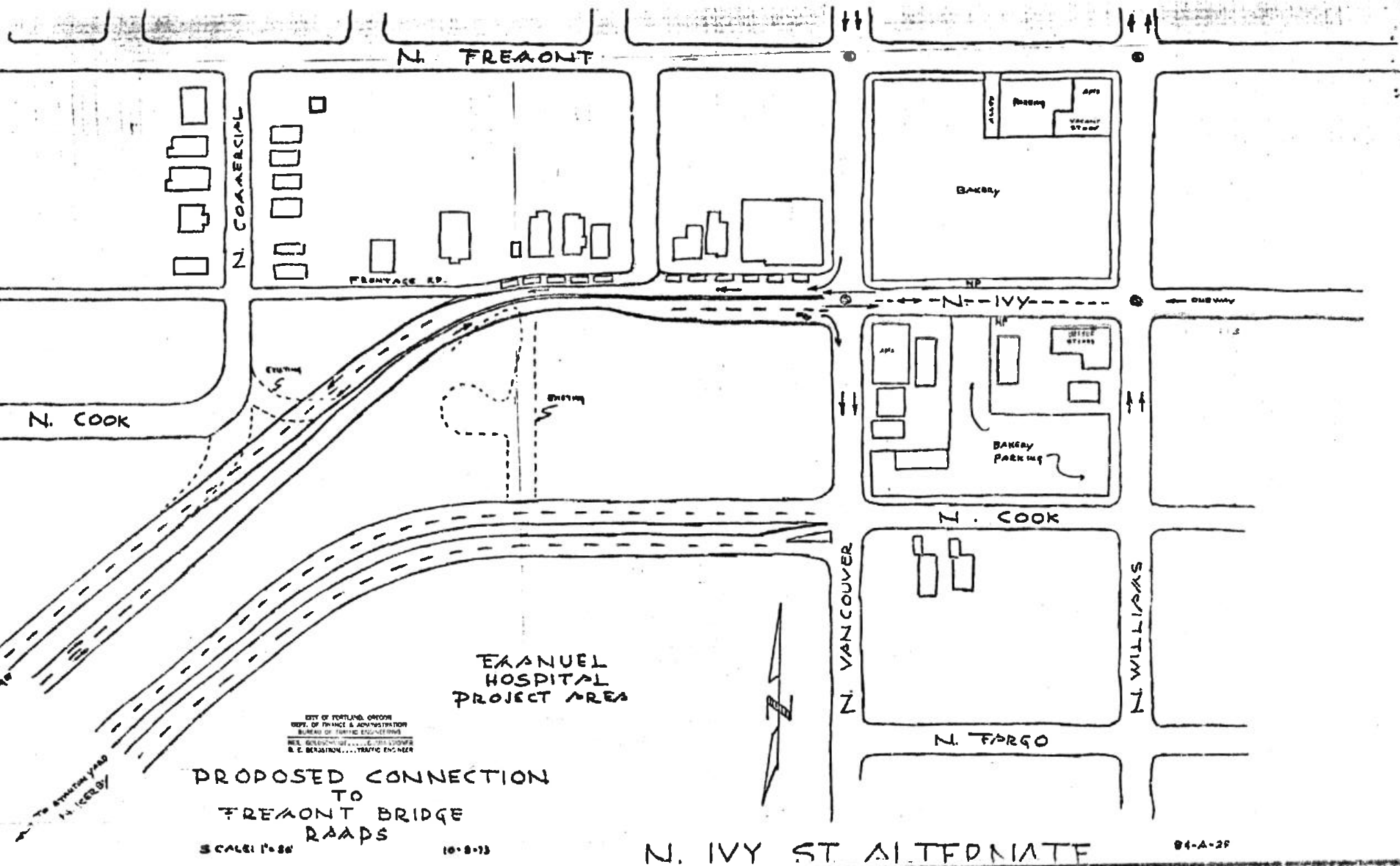
PROPOSED CONNECTION
TO
FREMONT BRIDGE
RAMPS

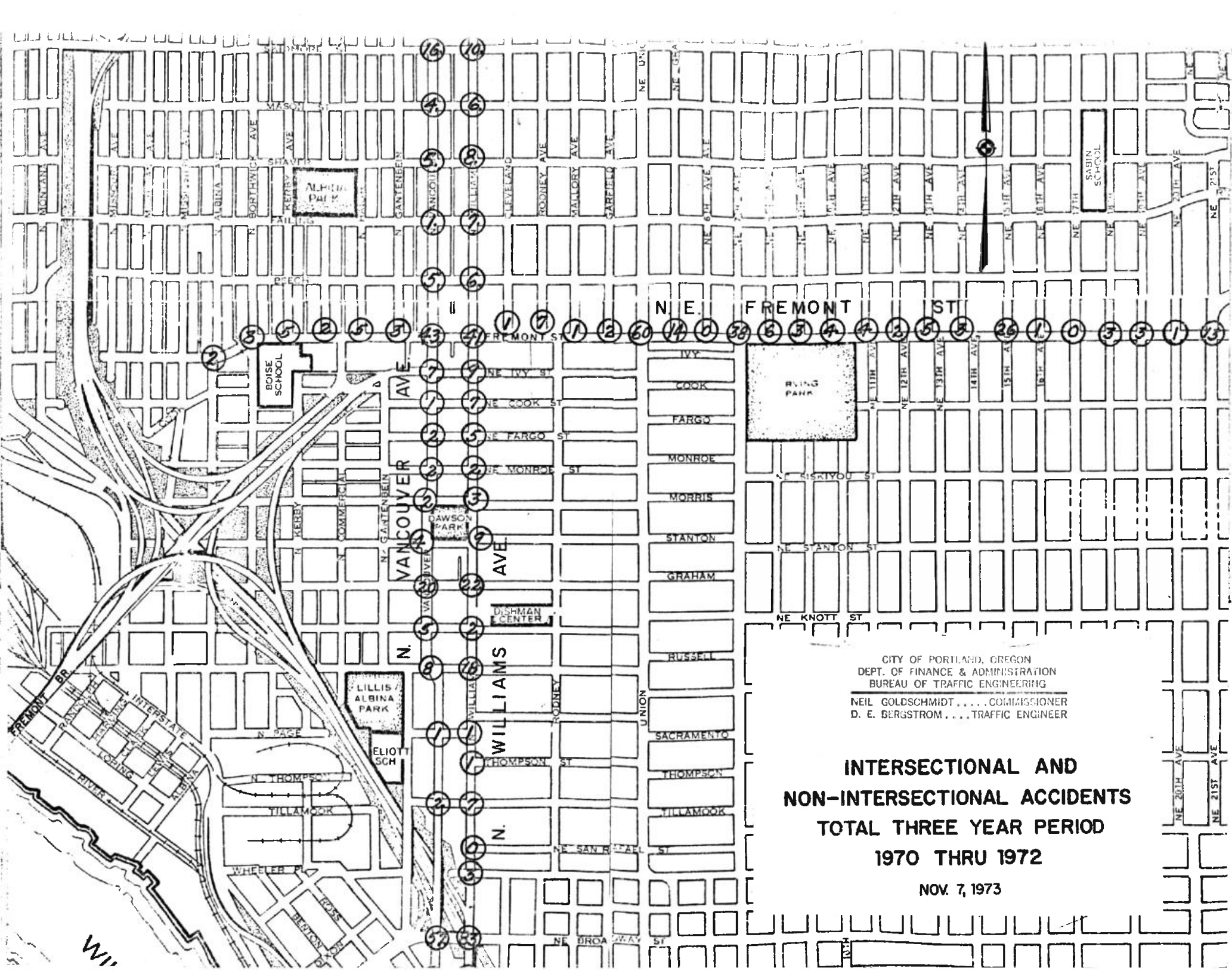
SCALE: 1" = 80' 10-8-73

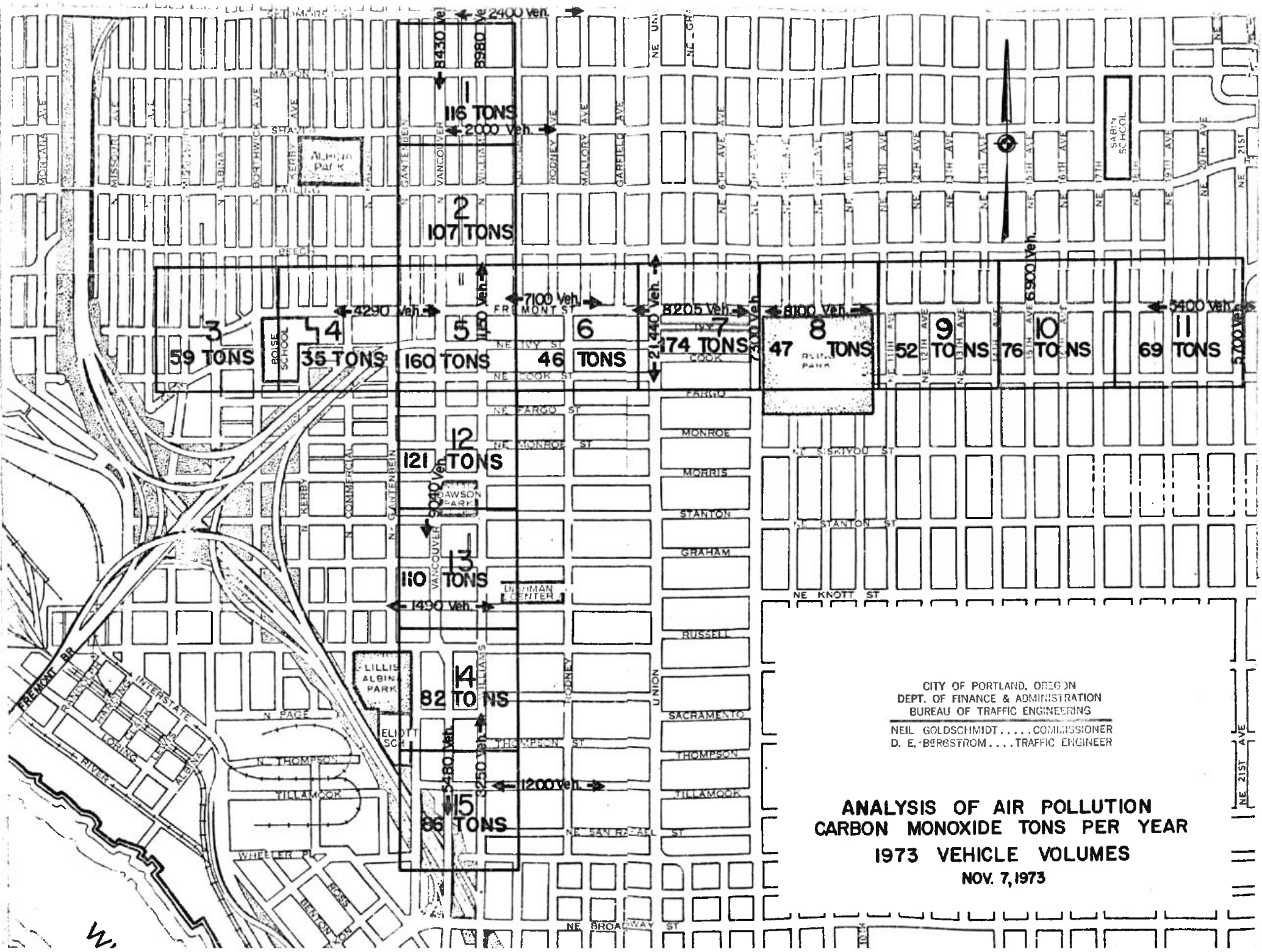
N. KERBY ST. ALTERNATE



N. COOK ALTERNATE







CITY OF PORTLAND, OREGON
 DEPT. OF FINANCE & ADMINISTRATION
 BUREAU OF TRAFFIC ENGINEERING
 NEIL GOLDSCHMIDT.....COMMISSIONER
 D. E. BERGSTROM.....TRAFFIC ENGINEER

**ANALYSIS OF AIR POLLUTION
 CARBON MONOXIDE TONS PER YEAR
 1973 VEHICLE VOLUMES
 NOV. 7, 1973**

MEMORANDUM

To: Files

Date: November 21, 1973

From: Dennis Wilde

Subject: East-End Bridge Ramps To Grade

Re: Air and Noise Quality

This memorandum is the results of a meeting with technical staff from the Oregon State Highway Division. Bob Bothman, Metro Engineer; Tony George, Air Quality Engineer; and Dave Crowell, Noise Quality Specialist. Discussed at the meeting was the assistance that the Oregon State Highway Division could give to this project in terms of monitoring air and noise quality, establishing an ongoing monitoring program, and recommendations on standards to be applied. Results of the meeting are as follows:

Air Quality

Tony George recommended that we use the Environmental Protection Agency standards for air quality and add to that the California standard for lead. The lead standard formula is 1.5 milligrams per cubic meter averaged over 30 days. Based on statistical evidence, this is a good standard for meeting present day physical health standards and would avoid any problems of lead poisoning. The EPA standards for carbon monoxide particulates nitrogen oxide, etc. is included. In a letter to me from Mike Downs of the Department of Environmental Quality. Tony made some specific recommendations as far as developing a monitoring system. They are as follows:

a. The state has some equipment that could be available for use on this project. Specifically, portable samplers and the manpower to man the samplers for carbon monoxide monitoring. In addition to carbon monoxide, there would have to be a separate sampler used for determining lead and particulate counts. This would be a portable high volume filtered sampler. The options for acquiring such a sampler would be to:

- 1) Rent it.
- 2) To seek the cooperation of the Oregon Graduate Center for their assistance. They are presently conducting a "aerosol study" of the metropolitan area for the Highway Division. Contact person at the Oregon Graduate Center would be Ed Baum.

*(Bofu +
after
memorandum)*

Particulates could be sampled with the same sampler used for lead count and arrangement would have to be made with the DEQ to utilize their laboratory facilities for analyzing the filters from the sampler. The State Highway Division has indicated that they might be able to provide staff to monitor the sampler.

b. Another option as far as air quality standards would be the use of the so-called degradation criteria. That is, upon measuring existing quality rather than use the maximum standards of EPA if the existing air quality is considerably cleaner than the present standards, guarantee that any reduction in air quality would not exceed certain percentage of air quality. In other words, if the present air pollution indexes in the Corridor were say only 20 percent of the maximum EPA standards allowable rather than setting those standards as the upper limit, you might say net a standard of 50 or 100 percent degradation. Therefore, if the present level of pollution is 20 percent of allowable 100 percent increase, it would still only make it 40 percent of allowable. This approach could only be accurately assessed once the ambient air quality had been determined.

Noise Quality

Since we already have the cooperation of Paul Herman and the City/County Noise Abatement Study and their consultants, it was mutually felt that Dave Crowell could be of assistance in reviewing our proposed monitoring program and the standards that would be established for noise abatement. Basically, he felt that the proposed DEQ standards for noise quality would be so stringent as to prohibit any arterial construction or improvement in urban areas. He also indicated that the State Highway Department and the City Engineer's Office and others were going to push DEQ to drop their standards altogether for urban arterials. In lieu of the DEQ standards, he recommended three possible approaches.

1. The Federal Highway Administration's standards set for upper limits.
2. Department of Housing and Urban Development standards for noise quality which are somewhat more stringent than the FHA standards.
3. To use a degradation formula similar to that proposed for air quality particularly if it is determined that ambient noise levels are considerably below any proposed standard.

The best approach then would be to use a percentage increase rather than a fixed upper limit. Both Dave Crowell and Tony

George suggested that we might want to use the State's capabilities of prediction modeling for noise and air quality. The way this would work would be that once ambient air and noise levels are determined, the state could then use thier predictive models to forecast potential air and noise quality impacts based on various alternatives as far as traffic circulation, types of vehicles, prohibitions of certain vehicle types such as trucks, speed, congestion, etc. The advantage would be that these predictive models might identify prior to construction potential problems that could be resolved throught design modification. In order to do this, the state would need authorization from Bob Bothman and a formal request from Bothman to the Salem Office requesting that the modeling be accomplished. The manpower requirements and turn-around times would be as follows:

Noise - a total staff time of 1 day would be required - turnaround would be approximately two weeks based on existing workload and computer time availability.

Air - staff time required would be approximately one week turnaround time would be three weeks.

I will talk directly to Bob Bothman about the possibility of getting some time out of the state for running some predictive models.

E. FREMONT BR. — IVY ST. RAMPS

PROJECTED TRAFFIC CHANGES

CITY OF PORTLAND, OREGON
DEPT. OF FINANCE & ADMINISTRATION
BUREAU OF TRAFFIC ENGINEERING

NEIL GOLDSCHMIDT COMMISSIONER
D. E. BERGSTROM TRAFFIC ENGINEER

DEC. 73

FREMONT BRIDGE IMPACT

The Fremont Bridge is planned to open to traffic during the fall of 1972. The east end of the bridge initially will terminate at ramps connecting the city street system in the vicinity of Fremont Street and Gantenbein Avenue. It is our understanding that the bridge was designed to connect with Rose City Freeway, if and when constructed, thus eliminating the ramps to the city street system. The interchange between Fremont Bridge and Minnesota Freeway initially will include ramps only to connect the freeway to the bridge. Ramps connecting the freeway to the city street system will not be provided. Therefore, one will not be able to enter or leave the Minnesota Freeway from the city street system at the ramps connecting to Fremont Bridge.

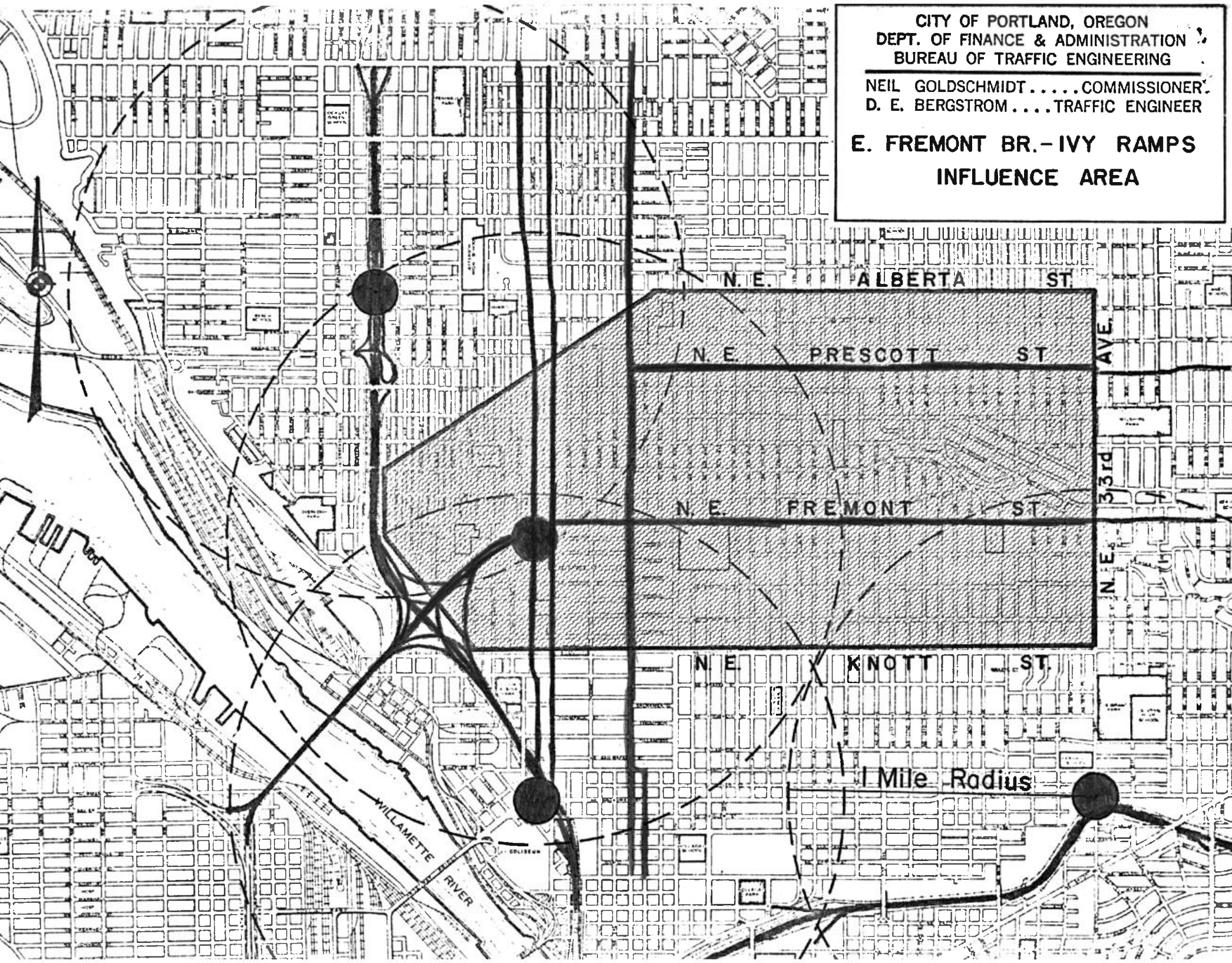
The Oregon State Highway Division estimated the effect that the Fremont Bridge would have on traffic in 1972, using it from the vicinity of Fremont Street. This estimate is based on regional traffic patterns measured in 1960, checked in 1970 by actual traffic counts, and projected to 1990. The projection is based on expected population and employment growth patterns forecast for the region by the Portland-Vancouver Metropolitan Transportation Study.

It is anticipated that initially 67,000 vehicles per day will be diverted from other river crossings to the Fremont Bridge. Approximately 22,000 of these vehicles daily are expected to enter and leave the bridge at the ramps in the vicinity of Fremont Street and Gantenbein Avenue. Figure 9 indicates the traffic impact of the Fremont Bridge upon the street system in Model Cities. The primary impact will be to redistribute traffic generated within Model Cities Area. An increase in traffic is expected on Fremont and Ivy Streets between the bridge ramps and Union Avenue, coupled with a decrease in traffic on Broadway and Weidler Streets. On Williams and Vancouver Avenues, traffic is expected to increase north of Fremont Street and decrease south of Fremont Street. A traffic volume reduction is expected on Mississippi Avenue and on Union Avenue. It is expected that very little traffic will be attracted to the bridge outside of Model Cities Area, as existing major traffic facilities would still be more attractive to the motorist than driving through the area on existing two-lane arterial streets such as Fremont Street. However, reconstruction and widening of arterial streets could change the above described pattern. For example, if Union Avenue were widened, and Williams-Vancouver Avenues changed to collector street status by making them two-way streets again, Union Avenue would become more attractive as a feeder to the Fremont Bridge than the existing Williams-Vancouver Avenue couplet.

CITY OF PORTLAND, OREGON
DEPT. OF FINANCE & ADMINISTRATION
BUREAU OF TRAFFIC ENGINEERING

NEIL GOLDSCHMIDT COMMISSIONER
D. E. BERGSTROM TRAFFIC ENGINEER

**E. FREMONT BR.-IVY RAMPS
INFLUENCE AREA**



Total costs for Highway and Traffic signal improvements are estimated to be:

Highway and signal improvements including
Engineering costs @ 20% \$43,100.00
City share @ 50%

21,550.00

Grand Total for all improvements and
acquisition

\$186,550.00

City to ask state ^{11/2/73} to delay ramp use

A resolution asking State Highway Division postponement of the N. Ivy Street off-ramp openings on the east end of the new Fremont Bridge was approved Thursday by the Portland City Council.

The council resolution would authorize Mayor Neil Goldschmidt to negotiate the postponement until next June 1 to give the city, the state and neighborhood groups in the area time to work out a "temporary" solution to traffic problems expected in the North and Northeast Portland vicinity because of the new bridge.

The bridge is scheduled for opening Thursday, Nov. 15. It will connect Northwest Portland, via Interstate 405, with Interstate 5 and Ivy and Fremont streets.

Several residents of the area repeated earlier concerns about traffic flows from the bridge past Boise School at 620 N. Fremont St.

James Loving, of the Boise Neighborhood Improvement Association, said he was opposed to opening of the bridge ramps at all because no solution to the traffic situation may ever be worked out.

Emanuel Hospital's president, Roger Larson, joined other hospital officials in urging the ramps' opening as soon as possible, contending they are vital to the life of the institution.

The resolution called for the city's and highway division's joint creation of "a permanent solution no later than Nov. 1, 1978."

The council also approved a resolution calling for the mayor to study with Gov. Tom McCall the applicability of new federal legislation that could divert federal highway aid money for mass-transit development.

The mayor is to report no later than 15 days before a public hearing on the Mt. Hood Freeway, scheduled Feb. 15, 1974.

To Save The Neighborhoods

If only the interests of Emanuel Hospital and motor vehicle traffic in general were taken into account, there could be no argument about the wisdom of opening the N. Ivy Street ramp at the east end of the Fremont Bridge.

Weighed against these legitimate interests is the impact of increased traffic on homes and schools in the Model Cities area and on east through Irvington.

The ramp was originally designed to serve the proposed Rose City Freeway which, in light of rapidly changing views on traffic and transit, is not likely ever to be built.

If it is opened now, it will draw traffic not only to the immediate area, especially Emanuel, but it will tend to encourage through travel east on Fremont and Knott and north on 33rd.

The adverse effects of more traffic than these streets are designed to handle will help to nullify costly and imaginative efforts that have gone into restoring and preserving these older neighborhoods. At stake is an important battleground in the war to save the inner city and stem the flight of substantial citizens to the suburbs.

The Journal has full appreciation for the access needs of Emanuel Hospital—and for the fact that Emanuel by electing to stay in its present location is an important element in the upgrading of that part of the city.

But Emanuel can be reached from the Fremont Bridge by admittedly indirect routings which take little added time. These can be identified by proper signing. Emanuel also has a stake in the larger effort to preserve the inner city.

A suggestion has been made to open the ramp but limit its uses to buses and emergency vehicles. This may have some flaws, but it is worth exploring. The case for exclusive bus routes generally is gaining favor.

The City Council has before it a proposal to open the ramp. It is pondering a plan for a series of traffic signals intended to control the traffic flow but which would add to congestion in the area.

The council should consider carefully the well-being of an area of the city which needs especially tender care at this critical time in its history before deciding to open the ramp at all.

Worse Than Polluted Air

It is hardly news that cigaret smoking is more hazardous to the health than breathing polluted air in an urban center.

But a recent study by doctors at the Medical College of Wisconsin, Milwaukee, has produced some significant comparisons on the sources of carbon monoxide in the blood.

From samplings taken in major cities all over the country, the researchers found consistently that smokers had several times higher carbon monoxide content in the blood than non-smokers.

In Los Angeles, the contrast was most extreme. The average non-smoker had 1.5 per cent carbon monoxide and the smoker 6.2. In San Francisco,

the figures were 1.5 and 5.4.

The average level for all cities studied was 1.2 for non-smokers and two to three times that for smokers.

Carbon monoxide is dangerous because it replaces oxygen in the blood. Everybody has a minimum level whatever his habits and wherever he lives. The threat becomes serious to people with cardiovascular or respiratory problems at levels between 3.5 and 6 per cent.

The results of the findings do not minimize the importance of cleaning up the air in urban centers. They do reinforce what is already known, that one of the most effective steps any person can take to preserve and improve his health is to "kick the habit."

A G E N D A

EAST-END FREMONT BRIDGE RAMPS AD HOC COMMITTEE

November 8, 1973

1. Review City Council Resolution, Committee responsibilities, and timetable for preparation of an interim solution.
2. Review the four proposed alternatives.
3. Procedure for developing technical standards.
4. Property acquisition and relocation

Adjourn 9:00 p.m.

Next meeting, 7:00 p.m., November 15, 1973
Room 218, Model Cities

M E M O R A N D U M

November 8, 1973

TO: East-End Fremont Bridge Ramps Ad Hoc Committee

FROM: Dennis Wilde

RE: Preparation of an interim solution to the opening of the east-end ramps to the Fremont Bridge

On November 1, 1973, Portland City Council passed a resolution delaying the opening of the east-end ramps to the Fremont Bridge until June 1, 1974.

One of the conditions of that delay was that a Committee made up of representatives of the Neighborhood Associations of Eliot, Boise, Irvington, Sabin and King Neighborhoods, as well as Emanuel Hospital and State Highway Division, mutually develop an interim solution regarding the opening of the ramps and to present that solution to City Council no later than December 15, 1973.

The function, then, of this Committee is to develop that interim solution. It is proposed in the resolution that certain guarantees be developed to insure the neighborhoods that environmental impacts, resulting from the increased traffic on the bridge ramps, will not seriously impact the adjacent residential neighborhoods.

In order to carry out the mandate of City Council, this Committee has the following responsibilities:

1. Agree to a traffic circulation alternative and number of lanes allowed on and off the bridge ramps.
2. Agree to a set of standards or upper limits regarding traffic volumes, air pollution, noise pollution and traffic accident statistics that may not be exceeded once the ramps are opened.
3. Agree to a system of monitoring the standards.
4. Agree to a system of controls ultimately leading to the closure of the ramps that may be applied in order to maintain the agreed upon standards.
5. Agree to a system of traffic divertors, controls, and property acquisitions that can be applied to insure a minimum negative impact on the adjacent community.

EAST-END FREMONT BRIDGE RAMPS AD HOC COMMITTEE

cruller
Dale
Parker
Dz u boy
/ Jim ~~Granley~~ - Boise Neighborhood
James Loving - Boise Neighborhood
/ Jack Deyampert - Eliot Neighborhood
Robert King - Eliot Neighborhood
Rosadelle Parker - King Neighborhood
/ Lou Nashner - Irvington Neighborhood
Gary Reddick - Irvington Neighborhood
Brosy Lathan - Humboldt Neighborhood
Herb Simpson - Sabin Neighborhood
Mrs. Joe Bahles - Alameda Neighborhood
/ Roger Larson - Emanuel Hospital
/ John Wesley - Emanuel Hospital

Technical Assistance

Dennis Wilde - Office of Planning and Development
Don Bergstrom - Bureau of Traffic Engineering
Bob Bothman - State Highway Division
Howard Laughery - City Engineer's Office
Paul Herman - Office of Neighborhood Environment
Mike Downs - Department of Environmental Quality
Mike Henniger - City Demonstration Agency (Model Cities)

703.11

Fremont
Bridge Ramp
File

ELIOT NEIGHBORHOOD PROGRAM ASSOCIATION

General Membership Meeting

February 13, 1974

The general membership meeting opened at 7:40 p.m. with prayer by Mr. King.

It was motioned by Mr. King and seconded by Mrs. Slaughter that quorum be waived;

Motion carried. Minutes were read and approved.

Coorespondence was read:

1. Letter from Model Cities regarding the Martin Luther King Jr. Scholarship Fund.
2. A letter from Sabin Community Association, giving their opinions of the Ad Hoc Committee report on the Fremont Bridge.
3. Letter from Portland Bureau of Planning, recommendations for Residential Care Facilities.
4. A letter from the Union Avenue Redevelopment Program Steering Committee inviting Chairman, Jackie Deyampert, to attend a meeting at 5329 N.E. Union Ave. to discuss wider community involvement in the program.
5. Letter from Thomas H. Goold, District Recreation Supervisor stating that he was interested in working closely with the association in creating programs for the community.

A copy of the East-End Fremont Bridge Ramp Ad Hoc Committee final recommendation and the Final Testimony and Council Vote on the ordinance relating to neighborhood associations, will be mailed to each resident attending the meeting so they will be able to study the material and get a clearer understanding of the recommendations and ordinance and how it will affect the community.

Mrs. Marian Scott the new Acting Coordinator-Supervisor for the Eliot Neighborhood Development Office was presented to the general membership by the Chairman.

A recommendation from the Executive Board for a demonstration block was presented to the general membership. In the demonstration block, all of the houses on one block will be painted on the outside free of charge. The color will be chosen by the property owner. Mrs. Scott stated that she would be willing to attend the churches and businesses in the neighborhood with the residents or board members to solicit funds to purchase the paint with. It was motioned by Mr. King and seconded by Mrs. Barkley that the general membership accept the proposal for the demonstration block. Motion carried.

Mrs. Barkley was appointed by chairman to be chairman of the Bazaar Committee. A date will be set for the Bazaar.

Mr. King gave a report on the Income Tax Preparation Workshop that was held in the office Saturday, February 9th. Twelve forms were filled out for the Eliot residents free of charge. Based upon a figure that was paid by an Executive Board member, this was a saving of \$300.00 to the residents in the community.

There being no further business the meeting adjourned at 8:40 p.m.

MLS:fw

2-15-74

PDC

203.11

Elliot Neighborhood Program Association

General Membership Meeting

May 15, 1974

Fremont
Bridge
plans
F.O.

The general membership meeting opened at 7:30 p.m. The minutes were read and approved.

There was a short discussion on ways of advertising the community's meetings. Some of the suggestions were; announce the meetings on the radio; The Observer; flyers being distributed door-to-door; and material being mailed to residents announcing the time, date, and place.

A short discussion on the Fremont Bridge was initiated by the Chairman, it was stated that the Union Avenue Businessmen wanted the bridge to open, tying it in with the Fremont Street connection, with the possible redevelopment of Union Avenue. The businessmen see it as an economical advantage.

Mr. Medlock stated that it was also convenient for people who wanted to go to Montgomery Ward and to the N.W. part of the city.

The chairman stated that when the plans for the Fremont Bridge was first studied, it was indicated by the residents, that they did not want the additional traffic that was to come off the bridge filtering into the neighborhood. It was suggested that Fremont be widened, but only to Union Avenue, this was to keep cars from coming into the neighborhood, plus adjusting the signal lights where so many cars would be allowed per hour.

Chairman Jackie Deyampert, stated that he had received letters from Mr. Bergstorm, the City Traffic Engineer, stating that the neighborhood did not need any traffic signals lights. The Association is going to go over the reasons why Mr. Bergstorm felt that traffic lights isn't needed. A letter will be written to Mr. Bergstorm giving the Association's views as to why

page 2

they feel signalization is needed in the neighborhood. Mr. Deyampert feels that this is a problem that everyone knows exist. He feels that Mr. Bergstorm feels that enough accidents hasn't occured to merit any additional signalization in the neighborhood.

A resident stated that she had tried to get a burned-out structure torn down on her street but was stopped by Model Cities. She said the reason Model Cities stopped it was that they were trying to get money to tear down all old building in the Model Neighborhood. Chairman stated that he felt the city was passing the buck, and he would like to know if Model Cities is really trying to stop old building from being torn down. There was a discussion about old cars being parked in the neighborhood, dogs barking, etc. It was suggested that when these problems occured for the residents to contact the Bureau of Neighborhood Environment, Nuisance Abatement division.

There was a discussion about soliciting donations from Churches in the Eliot Neighborhood toward the demonstration block. A meeting will be set up at a later date with the ministers in the neighborhood. A Fred Meyers Club party was also suggested.

There being no further business the meeting adjourned at 9:30 p.m.