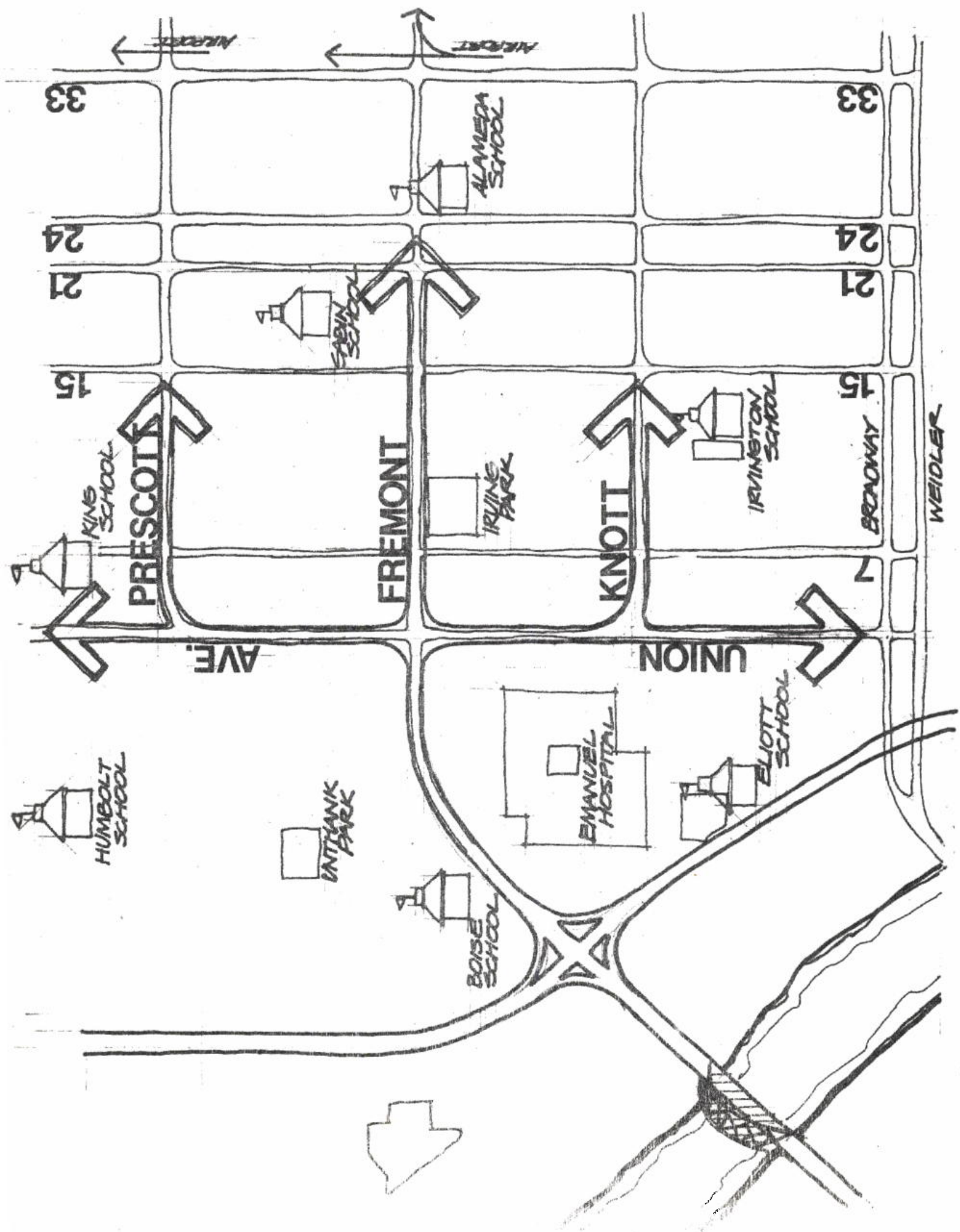


STOP THE RAMPS

FREMONT BRIDGE EASTSIDE RAMPS

F16

In the 1990 Comprehensive Plan, the east on and off ramps of the Fremont Bridge connect the bridge to the proposed Rose City Freeway. The Portland City Council now proposes to open these ramps and route traffic on to existing city streets. The City Traffic Engineer predicts that significant increases in traffic will radiate northward and eastward on to neighborhood streets (see map). Although planners say the Rose City Freeway will not be built, increased traffic in Northeast Portland may be the catalyst for building this freeway sometime in the future. Because of this and the energy crisis and the reevaluation of transportation options the City Council should reconsider the opening of these ramps. Lets nip the Rose City Freeway in the bud.



1. TRAFFIC INCREASES

<u>Street</u>	<u>Present No. of cars per day</u>	<u>No. of cars per day if ramps open</u>
NE Fremont (West of Vancouver)	4,500	6,000
NE Fremont (East of Williams)	6,500	10,500*
N. Ivy	600	8,600
N. Williams	10,000	12,000*
N. Vancouver	7,500	9,500

*Projected figures approach maximum capacity.

In addition, certain neighborhood arterial streets will probably experience an increase in traffic, such as NE Knott, Prescott, NE 7th, NE 15th, NE 21st, and NE 24th Avenues.

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 NE Fremont:

Boise School	Beaumont School
Alameda School	Irving Park

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

St. Phillips Preschool	Irvington School (one block away)
Headstart Center #3	Irvington Peoples Park (one block away)
(Augustana Lutheran Church)	

These schools are located on/near NE Prescott:

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

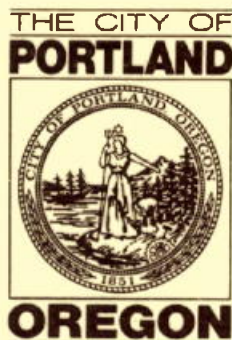
Planners advise that air and noise pollution will increase, exactly how much is still being studied.

WHAT CAN YOU 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 meeting when ramps issue is decided (probably during third week in December-call 248-3511 for time.)*
- (3) *Attend Portland School Board meeting Mon, Dec 10, 1973, Administration Bldg., 631 N.E. Clackamas St., Portland, Ore.*

1/2 copy to Mike Lindberg
4F.

203.10



MEMORANDUM

February 10, 1975

RECEIVED
FEB 11 1975
OFFICE OF PLANNING &
DEVELOPMENT

DEPARTMENT OF
DEVELOPMENT AND
CIVIC PROMOTION

PORTLAND
DEVELOPMENT COMMISSION

Bob Walsh, Chr.
Elaine Cogan
Robert Ames
Dennis Lindsay

John B. Kenward
Executive Director

1700 S.W. Fourth Avenue
Portland, Oregon 97201
503-224-4800

TO: Gary Stout
FROM: John Kenward *JBK*
SUBJECT: Status of Fremont Bridge Ramp Interim Connection

On Thursday, February 6, PDC received approval by HUD to grant the permit to construct (copy to you).

The Highway Division approval, in the form of an application for permit to construct, was executed in our office and sent to them about ten working days ago and it was forwarded to Salem. Last week we were told that this approval could take two weeks (one week remaining) and we have asked Salem to move it along.

As soon as the Highway Division acts on the permit and returns it, the City Engineer may proceed. Commissioner McCready has signed the acceptance of the PDC resolution of permit, agreeing to the necessary requirements and there should be no delay from this end.

We, too, Gary, appreciate the urgency and will try to get a response from the Highway Division as soon as possible.

JBK:SHB:p



REGION X
Arcade Plaza Building
1321 Second Avenue
Seattle, Washington 98101

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
PORTLAND AREA OFFICE
CASCADE BUILDING, 520 S.W. SIXTH AVENUE, PORTLAND, OREGON 97204

February 4, 1975

RECEIVED

FEB 6 1975

PORTLAND DEVELOPMENT COMMISSION

500-227

Ex. Dir.	
Dep. Dir.	
D. Oper.	
D. Field S.	
D. Hous. S.	
D. Prog.	
A. S. O.	
Ex. Ass.	
IN REPLY REFER TO:	
10.2PM Willson	
Phone 221-2601	

3/14/75
Return to
M. L. L. L. L.
mtg

Mr. John Kenward
Executive Director
Portland Development Commission
1700 S.W. Fourth Avenue
Portland, Oregon 97201

Dear Mr. Kenward:

Subject: Easement for Access Road - Project No. ORE-R-20

We have considered your request for our concurrence in a temporary easement over a portion of parcel A-4 so that the City of Portland can construct a temporary connection to the Fremont Bridge.

Your letter of January 29 indicates that since the easement is only temporary, it will not effect the reuse value of parcel A-4 and therefore, will cause no change in the financial plan. Therefore, so long as the Emanuel Lutheran Charity Board understands that it will be expected to pay the reuse value for this parcel without regard for this easement, this office has no objection to your granting this easement.

Before you actually provide this easement to the City, we will assume that you will make the necessary arrangements with the State to avoid a violation of their limited access at Cook Street.

Sincerely,

Russell H. Dawson
for Russell H. Dawson
Area Director

PORTLAND DEVELOPMENT COMMISSION

1700 S. W. FOURTH AVENUE • PORTLAND, OREGON 97201 • 224-4800

GARY-F41
B-2/18
FILE

13 February, 1975.

RECEIVED
FEB 17 1975
OFFICE OF PLANNING &
DEVEL.

The Honorable Connie McCready
Commissioner of Public Works
City Hall
1220 S. W. Fifth Avenue
Portland, Oregon 97204

Attention: Mr. William Monahan

Dear Commissioner McCready:

Enclosed is a copy of the executed Permit to Construct Approach Road in the Emanuel Hospital Project. This is the final agency approval prior to commencement of work.

Also enclosed is a copy of the letter of approval from the Department of Housing and Urban Development.

You have on file the permit form from the Development Commission, and we have the executed acceptance form.

Our office will be in contact with the City Engineer during construction to work out any questions that arise. Mr. Jim Robertson, Chief of Engineering, will be available to respond.

Very truly yours,

John B. Kenward
Executive Director

JBK/SMB/eh

cc: Gary Stout ✓

PORTLAND DEVELOPMENT COMMISSION

1700 S.W. FOURTH AVENUE • PORTLAND, OREGON 97201 • 224-4800

*Fremont Ferry
File*

13 February, 1975.

Mr. Roger Larson, President
Emanuel Hospital
2801 N. Gantenbein
Portland, Oregon 97227

Dear Roger:

The final approval from the Highway Division has been received for the temporary access road to the Fremont Bridge; a copy is enclosed.

Also enclosed is a copy of the Department of Housing and Urban Development approval which emphasizes the continuing force of the urban renewal plan, particularly as it applies to the disposition value of the affected parcel.

We have today notified Commissioner McCready and the City Engineer's Office of the final approvals, and they should begin construction shortly.

Very truly yours,

John B. Kenward
Executive Director

JBK/SHB/eh

cc: Gary Stout✓

OREGON STATE
HIGHWAY DIVISION

Application and Permit to
Construct Approach Road

Road Approach
Permit No.

21566

Name and address of Applicant

Portland Development Commission
1700 S.W. 4th Avenue
Portland, Oregon 97201

Applicant hereby applies to the Oregon State Highway Engineer for
permission to construct an approach road connection to the _____
side of the _____ w. bd. N. Commercial St. ramp
_____ Highway No. _____
Multnomah _____ from the Fremont Bridge _____
County, between, at or near Gantenbein St.
and _____, as described herein.

GENERAL PROVISIONS—Attached hereto and by this reference made a part hereof.

SPECIAL PROVISIONS

See letter agreement dated Dec. 5, 1974

1. Type of permit: ☐ Permanent; ☒ Temporary: Expires (no date set) Highway Reference Map No. 9W-411 Sheet

2. Location: Mile Post(s) _____ Highway Engineer's Station(s) "WE" 310 + 50

3. Approach Road: Surface type Asph. Conc. thickness 5 in., width 16'

Pipe required? _____ Diam. _____ Length _____ Kind _____ Minimum Cover _____

If bridge, catch basin or other unusual drainage facility required, describe and attach sketch or specify Highway Standard

Plan No. _____

Standard Plan No. _____

Treatment of island, if any None

Materials to be furnished or items of work to be done by applicant All work to construct and remove the
approach will be performed by City of Portland forces. See letter agreement with

City of Portland dated December 5, 1974, which by this reference is made

a part of this permit. JTH

Materials to be furnished or items of work to be done by State Remove temporary barricade that is on the
east end of the Fremont Br. blocking the N. Commercial St. ramp.

(List specifically, or if none, state "none")

Est. cost of State work \$ N.A. How paid ☐ Applicant check, ☐ State right of way or
M. O., or cash construction obligation

4. Highway: Surface type A.C. width 24 Shoulder type AC width 6' & 10'

Curbs? type "C" R/W width, approach side Varies Alignment at approach road tangent
(If so, show type) (Tangent or approx. degree curve)

Sight distance (from point 6' back of shoulder or curb) N.A. ahead N.A. back

5. Facility served by approach Temporary hospital exit 6. Adequate space to
park vehicles off the R/W? Yes

7. Right of access purchased or otherwise obtained by State? Yes, this access is only granted temporarily

Recommended
for approval:

Planning Engineer

Metropolitan Engineer

Applicant declares he is the owner or lessee of the real property abutting the above described highway and has the lawful
authority to apply for this permit. This permit is issued by the Engineer subject to the terms and provisions contained herein and
attached hereto; this permit is accepted and approved by the applicant subject to said terms and provisions.

Portland Development Commission

Applicant

By

OREGON STATE HIGHWAY ENGINEER

By

Date of Application

Effective Date

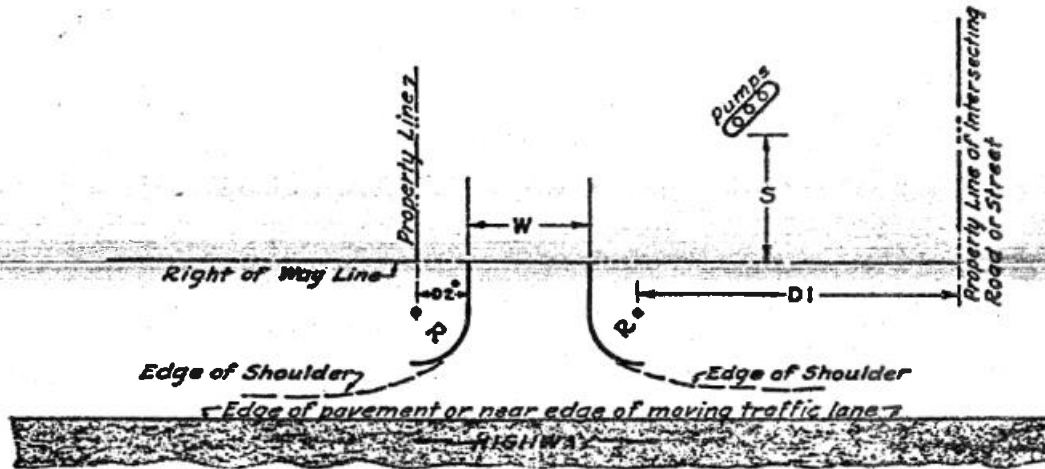
Utility Permit Engineer

SPECIAL PROVISIONS (Cont.)

8. The approach road covered by this permit shall be single/dual† and shall conform to the dimensions and figures indicated on the sketch map, cross-section and schedule of dimensions included herein or attached hereto, and shall be constructed to the grade established by the Engineer.

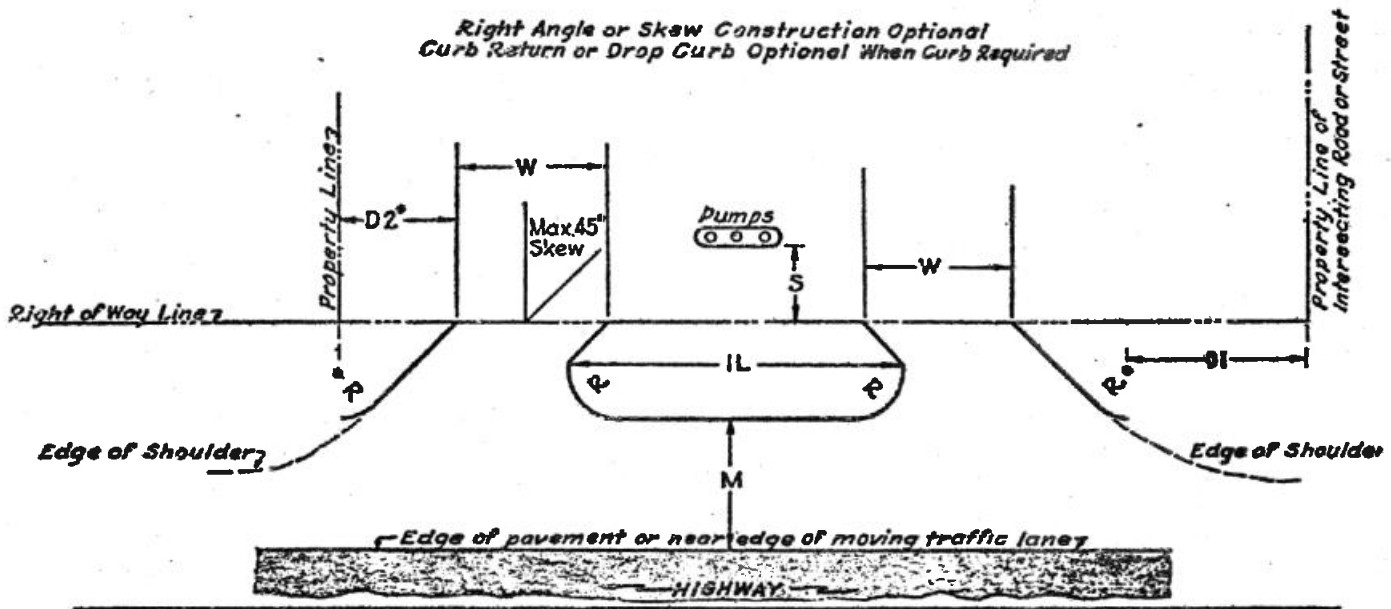
SINGLE APPROACH ROAD

Right Angle or Skew Construction Optional
Curb Return or Drop Curb Optional When Curb Required



DUAL APPROACH ROAD

Right Angle or Skew Construction Optional
Curb Return or Drop Curb Optional When Curb Required



SCHEDULE OF DIMENSIONS

Applicable to Single or Dual Type Access

Dimension	Minimum	Maximum	Approved
D1	10'	None	N.A.
D2*	5'	None	N.A.
R	5'	35'	N.A.
M	10'	None	N.A.
W	15'	50'	16'
S	10'	None	N.A.
IL	30'	None	N.A.
Angle of Skew	90°	45°	41°

*One common approach to adjacent property may be permitted provided W does not exceed 50'

† Strike out word not applicable.

OREGON STATE HIGHWAY DIVISION ROAD APPROACH PERMIT

GENERAL PROVISIONS

1. No approach road or other facility shall be constructed upon the highway right of way until a signed copy of this permit is returned to the applicant.
2. The word Engineer as used herein shall mean the State Highway Engineer or his duly authorized representative.
3. This permit is granted with the specific understanding that the applicant shall be responsible and liable for all accidents, damage or injury to any person or property resulting from the construction, maintenance, repair, operation or use of said approach road for which the applicant may be legally liable, and that the applicant shall hold blameless and harmless and shall indemnify the State of Oregon, its State Highway Commission and members thereof, its officers, agents and employees against any and all claims, demands, loss, injury, damage, actions and costs of actions whatsoever, which they or any of them may sustain by reasons of the acts, conduct or operations of the applicant, his agents or employees in connection with the construction, maintenance, repair, operation or use of said approach road.
4. The construction, maintenance, operation and use of said approach road is subject to the paramount control of the legislature over said highway, and no right or privilege herein granted shall be deemed or construed to be beyond the reach or authority of the legislature to control the said highway, and the applicant in accepting this permit accepts it knowing that the rights and privileges herein granted may at any time be defeated and abrogated by legislative act.
5. The stopping or parking of vehicles upon the state highway right of way for the servicing of such vehicles or in furtherance of any business transaction or commercial establishment is strictly prohibited. Minimum set back distances as shown by dimensions on the sketch map or plan herein for buildings, pump islands, or any other structure now existing on or hereafter placed on applicant's property, shall be strictly observed. NO APPROACH WILL BE CONSTRUCTED FOR OR BY ANY APPLICANT FAILING TO CONFORM.
6. The number of approaches to a single property shall be limited to a minimum that will allow the property to accommodate and service such traffic as may be reasonably anticipated. NO APPROACH ROAD WILL BE CONSTRUCTED TO OR PERMITTED ON A HIGHWAY OR SECTION THEREOF WHERE RIGHTS OF ACCESS TO OR FROM THE ABUTTING PROPERTY HAVE BEEN ACQUIRED BY THE STATE THROUGH PURCHASE OR GRANT OR WHERE RIGHTS OF ACCESS HAVE NEVER ACCRUED.
7. In the construction of an approach road under this permit, either by the applicant or by the State at the expense of the applicant, the State recognizes the applicant's ownership of the materials entering into said construction.
8. If in the event of the reconstruction or widening of any highway, it becomes necessary to remove, alter or reconstruct the approach road constructed under authority of this permit, the cost of such removal or replacement to a like width and condition will be borne by the State. Any widening or other improvement of the approach road at the applicant's request shall be done only under authority of a new permit and at the expense of the applicant.
9. The construction of the approach road by the applicant, his agent or contractor, will be permitted only when the applicant furnishes evidence of having at his disposal adequate and suitable equipment for doing the work and furnishes satisfactory plans and specifications.
10. If this permit is temporary, a deposit of not less than \$50.00 is required to guarantee removal of the approach by the applicant on or before the expiration date. If no expense is incurred by the State in the satisfactory removal of the approach, the entire amount of the deposit will be refunded to the applicant.
11. Failure to construct the approach or approaches in conformance with the provisions written herein or plans attached hereto may result in cancellation of the permit and removal of the partially constructed approach or approaches at the applicant's sole expense.
12. If at any time in the future because of increased volume of traffic using the approach road covered by this permit or a change in the character of the traffic using such approach road it is reasonably determined that additional traffic controls are necessary for the safety of the traveling public (e.g., acceleration or deceleration lanes, widening of the highway to provide left-turn refuges, traffic warning lights or signals, etc.) the permittee hereby agrees to reimburse the State for the entire cost of constructing or installing such additional traffic controls; provided, however, that if the permittee is a lessee of real property abutting upon a state highway at the location described in the Application and Permit, the liability of the permittee as aforesaid shall be limited to the cost of constructing or installing the additional traffic controls which are constructed and installed during the time the lease is in force and effect.
13. Upon completion of said approach road, the applicant may perform additional minor work, such as seeding or planting of island, working or cutting edges of said approach, etc., provided that such work is done in a manner so as to cause no interference to traffic upon the highway and is performed at the applicant's sole expense.

GENERAL PROVISIONS—Continued

14. The entire expense of maintaining said approach road shall be borne by the applicant, who is hereby permitted to make minor repairs, such as the correction of irregularities in the surfacing of the approach road, repair of curbs or walks, etc., provided that the maintenance work does not interfere with or interrupt traffic upon and along the highway. No work shall be done and no equipment shall be used by the applicant on the shoulder of the highway at any time, unless applicant shall have first secured approval from the District Engineer of the district in which the approach road is located.

15. No unauthorized signs shall be placed, permitted or maintained by the applicant upon any portion of the right of way, nor shall any signs not conforming to law be placed, permitted or maintained on property adjacent to the right of way. Where standard warning signs, such as "Look Out for Log Trucks," are required by this permit or other regulations, or are ordered by the Engineer to provide warning of the approach road, such signs shall be furnished and placed by the State at the expense of the applicant.

16. The planting or placing of other adornments not prohibited by law on the island or any portion of the right of way by the applicant shall be limited to low growing shrubs, grass, or flowers that do not attain sufficient height to obstruct clear vision in any direction. No curbs, posts or other structures shall be placed on the highway right of way unless applicant shall have first secured the approval of the Engineer.

17. The applicant hereby authorizes officers, employees, agents, representatives and contractors of the State Highway Division to enter upon property owned or leased by said applicant for the purpose of constructing the said approach road.

18. The word "applicant" and all references to the applicant contained herein shall include the plural when appropriate.

19. It is expressly understood that this permit is conditioned upon replacement or restoration of the highway to its original or to a satisfactory condition.

20. This permit is issued subject to the approval of city, county or other governmental agencies having either joint supervision over said highway or authority to regulate land use by means of zoning or building regulations. It shall be the applicant's responsibility to determine the necessity of and obtain any such approval which may be required.

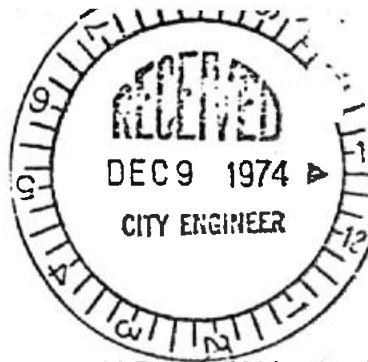
21. If the Applicant fails to commence installation of the road approach or approaches covered by the permit within twelve (12) months from the effective date of the permit, said permit shall be deemed null and void and all privileges thereunder forfeited, unless a written extension of time is obtained from the Engineer.



TOM McCALL
GOVERNOR

F. E. KLASOS
Administrator of Highways

OREGON STATE HIGHWAY DIVISION



<input checked="" type="checkbox"/>	FOR	AC
<input type="checkbox"/>	JPH	
<input type="checkbox"/>	LFD	
<input type="checkbox"/>	HTH	
<input type="checkbox"/>	WEL	
<input type="checkbox"/>	JK	
<input type="checkbox"/>	CS	
<input type="checkbox"/>	ALS	
<input type="checkbox"/>	JFW	
<input type="checkbox"/>	AK	

GRP

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

December 5, 1974

METROPOLITAN ENGINEER

W. T. MONAHAN, P.E.
Acting City Engineer
City of Portland
Department of Public Works
400 S. W. Sixth Avenue
Portland, OR 97204

DEC 13 1974

PREFIX NO:	72-4
FILE CODE:	130

The City of Portland has proposed constructing a temporary connection between N. Gantenbein Street and the westbound N. Commercial Street ramp to the Fremont Bridge. The primary purpose of this connection is to serve as an access to the Fremont Bridge from the Emanuel Hospital. However, its use would not be restricted to just that traffic.

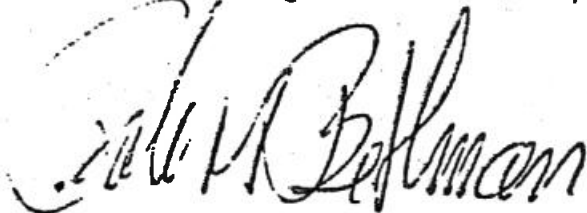
The State Highway Division does not object to the construction of this connection under the following conditions:

1. The City of Portland to pay all expenses for the construction of the connection.
2. The City of Portland to construct a barricade across Ivy Street and N. Commercial Street ramps, immediately north of the temporary connection. Anchor posts to be set on both sides of each ramp to attach the barricade to posts in a permanent fashion.
3. The City of Portland to attach a fence to the back of the above described barricade so as to prohibit pedestrian travel onto the Fremont Bridge ramps. This fence should be connected to the existing fence on each side of the ramps.
4. The City of Portland will install all signing and other traffic control devices necessary to direct traffic through the temporary connection, safely.
5. The City of Portland will erect two "Pedestrians Prohibited" signs one on each side of the temporary connection, where the connection crosses the southeasterly fence line at approximate stations 5+10 Rt and 5+45 Lt.
6. The City of Portland will remove the gate and fence presently in place on the N. Commercial Street ramp to the Fremont Bridge. The gate and fence materials are to be taken by the City to the North Portland State Highway maintenance yard on N. Columbia Blvd.

W. T. Monahan, P.E.
November 27, 1974
Page 2

7. The City of Portland will maintain the temporary connection and it's appurtenances, including fences and barricades from connecting station 7+20 east to Gantenbein Street.
8. Upon development of a long-range solution to the Fremont Bridge-Union Avenue connection or when the temporary connection is no longer needed, the City of Portland will remove said temporary connection and restore the area to a condition similar to that which existed prior to the construction of said temporary connection.
9. The State of Oregon will, at it's own expense, remove the temporary barricade presently blocking the west end of the N. Commercial Street ramp at the east end of the Fremont Bridge.
10. The State of Oregon will maintain the N. Commercial Street ramp from connection station 7+20 west to the Fremont Bridge.
11. The State of Oregon will grant access rights to the Portland Development Commission for the purposes of this temporary connection to the N. Commercial Street ramp. Access rights shall cease to exist when the temporary connection is removed.

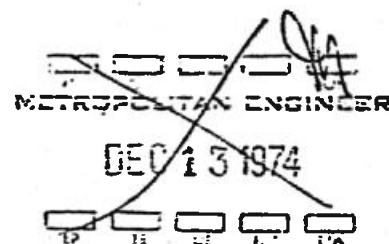
If the above proposal is acceptable, please return a copy of this letter with the City of Portland's approval.



R. N. BOTHMAN
Metropolitan Engineer

Approved:

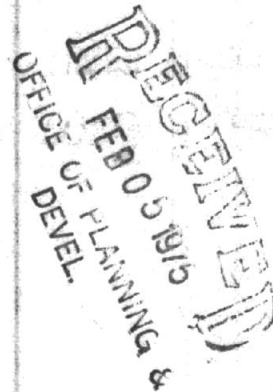
William T. Monahan ACTING CITY ENGINEER
212


METROPOLITAN ENGINEER
DEC 13 1974

PORTLAND DEVELOPMENT COMMISSION

1700 S. W. FOURTH AVENUE • PORTLAND, OREGON 97201 • 224-4800

29 January, 1975.



Mr. Russell H. Dawson, Area Director
Department of Housing and Urban Development
520 S. W. Sixth Avenue
Portland, Oregon 97204

Attention: Mr. Jack Willison

SUBJECT: Emanuel Hospital Urban Renewal Project
ORE. R-20, Interim Access Road

Dear Mr. Dawson:

On 24 December, 1974, we sent to your office a copy of a resolution passed by the Portland Development Commission on 16 December, 1974, which provides, with HUD concurrence, for construction of a temporary access road between the project and a ramp to the Fremont Bridge. In reviewing our request for approval, you requested that we respond to the effect of this temporary access road on the plan for the project and project financing.

The Commission has determined that the access road would be beneficial to the project because of the incomplete nature of the ramps for the Fremont Bridge, which were anticipated to be completed at this time so as to correspond with the project plans. Because it has been determined that the State will not be able to provide permanent access as scheduled, an interim use access road was designed. The access road is an interim measure only and will facilitate the progress of the project at this time, and will be completely removed at a future date. Because the temporary access road will be completely removed there will be no permanent change or effect on the plans for the project. This is specifically provided for in the permit, as PDC Resolution No. 2043, by condition number 6, which states that the property will be returned at the termination of the permit to substantially the same condition as it is in at the time of granting of the permit.

As required by the plan for the project, all property will be disposed of to the developer prior to close-out of the project. Since the access road is not a permanent improvement the reuse value of the property will not be affected and there will, therefore, be no expected financial impact by this interim use on the project.

Mr. Russell Dawson
29 January, 1975.
Page Two

The Emanuel Hospital Urban Renewal Plan identifies certain portions of Gantenbein Avenue which are to be vacated to hospital control for development of a private roadway system to facilitate development of the Emanuel Hospital Master Plan. The Final Project Report, Application for Loan and Grant states that vehicular access will be provided to structures or areas used for parking, where necessary, providing for through traffic and emergency vehicles. (ORE. R-20, Final Project Report R213, p.3.) The use of Gantenbein Avenue as a part of the interim access road will meet hospital needs at this time and its permanent vacation will occur at a future date as determined by the redevelopment plans of the hospital. Emanuel Hospital has indicated that this use complements their overall redevelopment plans.

Enclosed are copies of letters of agreement from the City of Portland, the State Highway Department, and the Emanuel Lutheran Charity Board acknowledging their acceptance of the terms and conditions of the permit. Also enclosed is a map showing the relationship of the interim access road, outlined in green, to the Emanuel Hospital Project; the affected disposition parcel is outlined in red. We believe that the terms and conditions of the permit adequately protect the provisions of the Emanuel Hospital Urban Renewal Project.

It is hoped that this will be adequate to allow your office to concur in the granting of this permit as soon as possible.

Very truly yours,

John B. Kenward
Executive Director

JBK/eh

cc: Gary E. Stout
Enclosures

THE CITY OF
PORTLAND



OREGON

203.10

January 5, 1975

OFFICE OF
THE MAYOR

NEIL GOLDSCHMIDT
MAYOR

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

Thomas Lehman Gritzka, M.D.
Portland Orthopedic Clinic, P.C.
3025 North Vancouver Avenue
Portland, Oregon 97227

Dear Dr. Gritzka:

I am responding to your letter regarding the Fremont Bridge Ramp situation. When the Council considered the Fremont Bridge Ramp problem early last year they found that the traffic estimates generated by the Traffic Engineer's data indicated that a problem would develop for each of the alternatives reviewed by the Council. The first suggested interim solution was the most costly and would, in effect, "meter" the amount of traffic using the bridge ramps through a system of traffic lane constraints and traffic signals. This metering would ensure that traffic problems in the area were controlled. The possibility of also including a method for allowing emergency vehicle access was considered. This would be through a mechanical device (which would involve radio transmitters and receivers, etc.) or through a bypass of the lane constraints. These methods did not appear to be feasible at that time.

After lengthy consideration of the ramifications of the entire matter, the City Council decided to provide an interim opening onto the bridge from the hospital area with access to the hospital on Flint Street. Based upon the Traffic Engineer's calculations of

Thomas Le' n Gritzka, M.D.
January 5, 1975
Page 2

round trip travel time there was a very slight time advantage to this latter alternative. It was much less expensive as an interim solution, and it did not cause the artificial traffic congestion (through metering) that the former solution would have created.

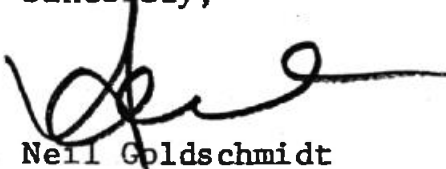
Council also determined at that time that the Public Works Department should move to study and engineer a long range solution to the Fremont Bridge Ramp access problem. My understanding is that a contract and work program with the consultant regarding the long range solution have been negotiated.

The Public Works Department was also charged with the responsibility for designing and implementing the interim solution. The interim design has been completed and various governmental clearances for the short range solution have been received. The bridge on-ramp will be open as of mid-April, 1975. The design of this interim solution terminates access from the off-ramp. Any changes in the current design would involve an additional several months of delay.

The delays in the interim bridge ramp opening are unfortunate, but were beyond my control. My feeling is that at this point we should avoid any further delays, provide an interim opening to the Fremont Bridge Ramps as soon as possible, and attempt to work out a viable long range strategy.

I appreciated your letter and hope that this response has been helpful and informative.

Sincerely,



Neil Goldschmidt
Mayor

NG/GES/dym1

from the office of

NEIL GOLDSCHMIDT, MAYOR

Room 303, City Hall

Portland, Oregon 97204

Date

12/26/74

To: 1.

Gary Stout

2.

3.

Check:

☒ Answer

☐ Answer for Mayor's Signature

☐ Approval Requested

☐ For Your Information

☐ Investigate and Report

☐ Prepare Ordinance

☐ Proc.—Resolution

☐ Necessary Action

☐ Note and Comment

☐ Note and Confer

☐ Note and File

☐ Note and Return

Comments:

~~Pls expedite reply - this
got lost in our shuffle already
Thanks
Bill~~

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

E. DEAN SHRIVER
BUSINESS MANAGER

PORTLAND ORTHOPEDIC CLINIC, P.C.

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

December 6, 1974

RECEIVED
DEC 11 1974
MAYOR'S OFFICE

Mayor, City of Portland and
Members of City Council
City of Portland
Portland, Oregon

Dear Sirs:

When the City of Portland recommended against opening the east off ramp of the Fremont Bridge to allow access to Emanuel Campus, was it considered that this would prevent ambulance and emergency vehicles from having ready access to the hospital from the freeway? Closure of this ramp denies emergency access to Emanuel Hospital not only from the freeway, but to the residents of West Portland. As the traffic is now routed, to reach Emanuel from the Fremont Bridge requires a circuitous route via Broadway and Flint Streets. Delay in reaching the hospital could be harmful in emergency situations.

Why not open the off ramp from the Fremont Bridge to Emanuel Hospital for a trial period of two months or so this winter to see what the actual effect of the traffic flow along Vancouver Avenue and through this section of the city would be? That would make more sense than responding to emotionalism and conjecture. An alternative would be to open the exit, but have it plainly marked "Access to Emanuel Hospital campus only."

Sincerely,

Thomas L. Gritzka

Thomas Lehman Gritzka, M. D.

TLG:rp

Propose
in out basket

out of access to the off
way.

When limit considered
Traffic generated by traffic on deck
indicate a problem. South side
was an expansion into section of
would not. The amount of traffic which
leave constraints & traffic signals.
Also
mechanism for allowing
emergency access, (freeway)
or some by-pass of any
have constant on traffic flow
After much discussion
Fremont Bridge decided to
provide an access
into the bridge - from the
hwy & an access
into the hospital via
Flint St. Hospital was
the traffic engineer's
scheduling of road
stop travel time
than was a sign
for widening &
which meets the
Also to provide
long range access
expedited traffic
which changed &
responsibility for
instruments. My
understanding is that
the contract with the
contracting firm & the
construction was to
be a shot in the
arm.

FROM

douglas e. butler

Doug —

Denny says this is
your "el chapo" plan & etc.
~~Can you~~ ~~comment~~
on points 1, 2, & 4 so I ^(yes)
can draft a memo or
better yet w/you dictate
a reply?

B-10/3

B-10/4

Also - see that
Denny sees this &
ok's it
KLS



OFFICE OF
PLANNING AND DEVELOPMENT
GARY E. STOUT
ADMINISTRATOR

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

MEMORANDUM

TO: Robert E. Rector
FROM: Gary E. Stout
DATE: October 10, 1974
SUBJECT: East-End Fremont Bridge Ramps Interim Connection

In response to your memorandum of September 30, 1974, the Office of Planning and Development has reviewed your design for the interim connection to the East-end Fremont Bridge ramps. These plans are acceptable in the opinion of this Office and do address Items 3, 5, 6, and 7 in Bob Bothman's letter of September 20, 1974.

I would like to make a few brief comments on the other three items in Mr. Bothman's letter. First, this Office recognizes that any design will lure people onto the bridge if their destination can be reached more easily by doing so. However, the proposed design considers this fact and attempts to minimize its impact.

Second, access to the hospital may in fact be more important than access from it. A design compromise was made, however, in order to address the first problem discussed above. While this design compromise makes access to the hospital less than optimum, it should not pose a significant problem.

Finally, this Office agrees with Mr. Bothman that the left-turn move for eastbound traffic on North Cook Street appears inappropriate.

Please let me know if I can be of any further assistance.

GES/co

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

September 30, 1974

From Bureau of Street and Structural Engineering
To Planning and Development
Addressed to Gary Stout
Subject East-End Fremont Bridge Ramps Interim Connection

RECEIVED
OCT 1 1974
OFFICE OF PLANNING &
DEVEL.

Transmitted for your approval are two prints of the East-End Fremont Bridge Ramp Interim Connection Design. Also included is a letter from the Oregon State Highway Division with comments from R.N. Bothman. Our design has addressed Items 3, 5, 6 and 7 of Bothman's letter regarding his design concerns. Your office may wish to address his other concerns.

As soon as we receive approval and comments from your staff, we will forward the plans to the Oregon State Highway Division for their approval and preparation of any necessary agreements or letters of understanding.

If you have any questions regarding the design, please contact Glen Pierce on Extension 4643, at the Office of Public Works Administrator.



ROBERT E. RECTOR, CHIEF
BUREAU OF STREET AND STRUCTURAL ENGINEERING

RLW:jr
Encl.



OREGON STATE HIGHWAY DIVISION

METROPOLITAN SECTION

5821 NE GLISAN

PORTLAND, OREGON 97213

September 20, 1974

BOB RECTOR
City of Portland
420 S.W. Main
Portland, Oregon

SUBJECT: RAMP ONTO FREMONT BRIDGE

I have reviewed the current plans of the City for construction of a temporary ramp onto the Fremont Bridge at Ivy Street from Emmanuel Hospital.

The Oregon State Highway Division has the following concerns with the plan in connection with and asking the City to address each design prior to proceeding with the construction of the connection:

1. Any design will lure people onto the bridge if their destination can be reached more easily by doing so, resulting in sizeable increase in traffic on this connection.
2. Access to the hospital would seem more important than access from the hospital.
- ✓ 3. Plan should include provisions for modification of fencing to ~~prevent unnecessary pedestrian traffic onto freeway.~~
4. The left-turn move for eastbound traffic on North Cook Street appears inappropriate.
- ✓ 5. The 16-foot width on-connection is narrow, particularly when any size vehicle could travel on this connection, reaching Gantenbrien from any one of several routes.
- ✓ 6. The curved travel paths of this ramp on-connection would result in much easier movement of vehicles if they had some superelevation.
- ✓ 7. Lack of details on what barricades, delineation, signing and other work items are involved.

I would be happy to further discuss plans by the City for construction of an access to the Fremont Bridge from the Emmanuel Hospital.

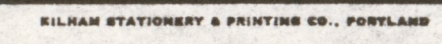


R. N. BOTHMAN
Metropolitan Engineer



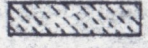


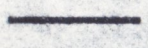

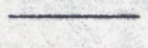

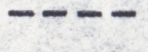
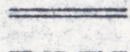

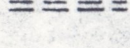

pq

cc H. S. Coulter

*- recognize that
+ tried to embed
through design
one of the design
compromises
necessary to
address problem
in #1*

*we
concern*



	NEW CONCRETE	○	MANHOLE
	EXISTING CONCRETE	α	FIRE HYDRANT
	REMOVE EXISTING	○	POLE
	EDGE EXIST'G PAV'T		CONSTR. INLET
	CONSTRUCT CURB		EXIST'G INLET
	EXISTING CURB		WATER BOX
	REMOVE EXISTING		NEW SEWER P.
	PROPERTY LINE		EXISTING S. P.
	NEW PAVEMENT		

CITY OF PORTLAND OREGON
DEPARTMENT OF PUBLIC WORKS

WILLIAM T. MONAHAN ACTING CITY ENGINEER

IMPROVEMENT OF
N. GANTENBEIN
RAMP TO
FREMONT BRIDGE

APPROVED: <i>Blair B. Rife</i> CHIEF - BUREAU OF STREET AND STRUCTURAL ENGINEERING REC. PROF. ENDR. NO. 4886	DATE <i>AUG 74</i> 1/4 SECTION
APPROVED: <i>William T. Monahan</i> ACT'G CITY ENGINEER REC. PROF. ENDR. NO. 3737	JOB NO. <i>12314</i> FILE NO.

DRAWN BY <i>DDT</i>	SCALE <i>1" = 20'</i>	X-SEC. BOOK <i>890</i> PAGE <i>64-76</i>
CHECKED BY <i>C.Y.</i>	SHEET NO. <i>1</i> OF <i>1</i>	



OFFICE OF
PLANNING AND DEVELOPMENT

GARY E. STOUT
ADMINISTRATOR

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

703.11

MEMORANDUM

To: Neil Goldschmidt Date: August 12, 1974
From: Gary Stout
Subject: Fremont Bridge Ramps Law Suit

For Your Information

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

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

GES:DB:dym1

① Proj - Good - we're going to proceed who's preparing it → grant application will be prepared and submitted w/in 30 days
② maybe you Bill Scott want to read this for info. CRIME REDUCTION - PORTLAND LIGHTING PROGRAM
③ Union Avenue file
APPLICANT AGENCY: City of Portland, Office of Planning and Development
same conflict w/ Williams/Vancouver

Problem: During 1971 the City of Portland experienced 1,797 robberies. Of this number forty-seven point one percent (47.1%) of the armed robberies and seventy-three point one percent (73.1) of unarmed robberies occurred on the street. Over sixty percent (60%) of the total robberies occurred during the hours of darkness. The Model Cities Area ranks among the highest in the City for the incidence of street crimes and burglary. Thirty-four point four percent (34.4%) of all robberies in Portland in 1971 occurred in a cluster of seven of the Portland Police Bureau's 54 patrol districts. The seven districts comprise the majority of the Model Cities area (see chart 1). The National Advisory Commission on Criminal Justice Standards and Goals has recommended that local governments consider the establishment of street lighting programs in high crime areas. This recommendation was based upon the success of lighting programs tried in several major cities. Evaluation of the programs confirm the relationship between visibility and the occurrence of crime. Improved street lighting does reduce certain types of street crime, especially stranger-to-stranger street crime and crimes of violence against people. Additionally, it encourages the night-time use of streets and public areas, increases the effectiveness of police patrol activities, and thereby reduces the likelihood that crime will occur.

The City of Portland has initiated response to the National Advisory Commission's recommendation by implementing one LEAA funded lighting project. Three Model Cities area neighborhoods; Irvington, Boise and Humboldt were selected for this initial project. The project's purpose was to provide improved lighting, above the minimum standard service presently required, in order to deter crime. Increased residential lighting including; streets, meeting places, public schools and parks, has occurred as a result of the project.

This initial project did not encompass the Union Avenue Corridor. However, due to

the prevalence of target crimes on Union Avenue and adjacent blocks, the Impact Task Force Plan recommends this area for a supplemental street lighting project. A recent survey of Union Avenue businessmen has shown that 33 percent of the respondents indicated crime as the "most harmful factor" to their business.¹ The high incidence of crime characterizing the Union Avenue Corridor is one of the primary factors detracting from the quality of life of the Model Cities Area residents. Reduction of street crime as a result of increased lighting will encourage use of the corridor as well as stimulate business.

Goal: The goal of this project is to deter crime and consequently reinforce redevelopment activities on Union Avenue by coordinating a lighting improvement program with the redevelopment program for Union Avenue. The thrust of the Union Avenue Redevelopment program is to make substantive changes in the Union Avenue Corridor, by utilizing available governmental funds and resources, in order to induce redevelopment by the private sector. A major activity of the program, to be completed by June, 1974, is the identification of specific redevelopment project sites. The provision of a lighting improvement program, above the minimum standard service presently required, and the resulting deterrence of crime is a key factor in facilitating the redevelopment of the Union Avenue Corridor.

Activities: The setting for this project, Union Avenue Corridor and adjacent blocks, will include that area on Union Avenue extending from the Broadway-Weidler couplet on the south to Columbia Boulevard on the North. The project boundaries for adjacent blocks will be Broadway on the south, Lombard on the north, west side of Garfield on the west and east side of Grand on the east. (see map; chart 2). This project boundary approximates that of the Union Avenue redevelopment program. Additionally, this boundary corresponds to that area not already included within the Urban Renewal project boundaries of the adjacent neighborhood planning areas which include those areas addressed by the initial lighting project.

1. Survey was conducted by Metropolitan Economic Development Industrial Alliance, Inc. during Fall, 1973. The 33 percent figure is a significant amount in light of "high crime" being one factor in a field of nine to be considered by respondents.

The Union Avenue Corridor is the commercial and transportation spine of the Model Cities area and a major corridor of the City. It divides in half the previously mentioned cluster of seven police patrol districts which accounted for over one-third of all the robberies that transpired in Portland in 1971. It is because of this Union Avenue Corridor and adjacent blocks were identified for an improved lighting project. An additional factor is the opportunity to coordinate a light improvement project with a redevelopment program in a high crime area. As such, the impact of both programs will be greatly enhanced.

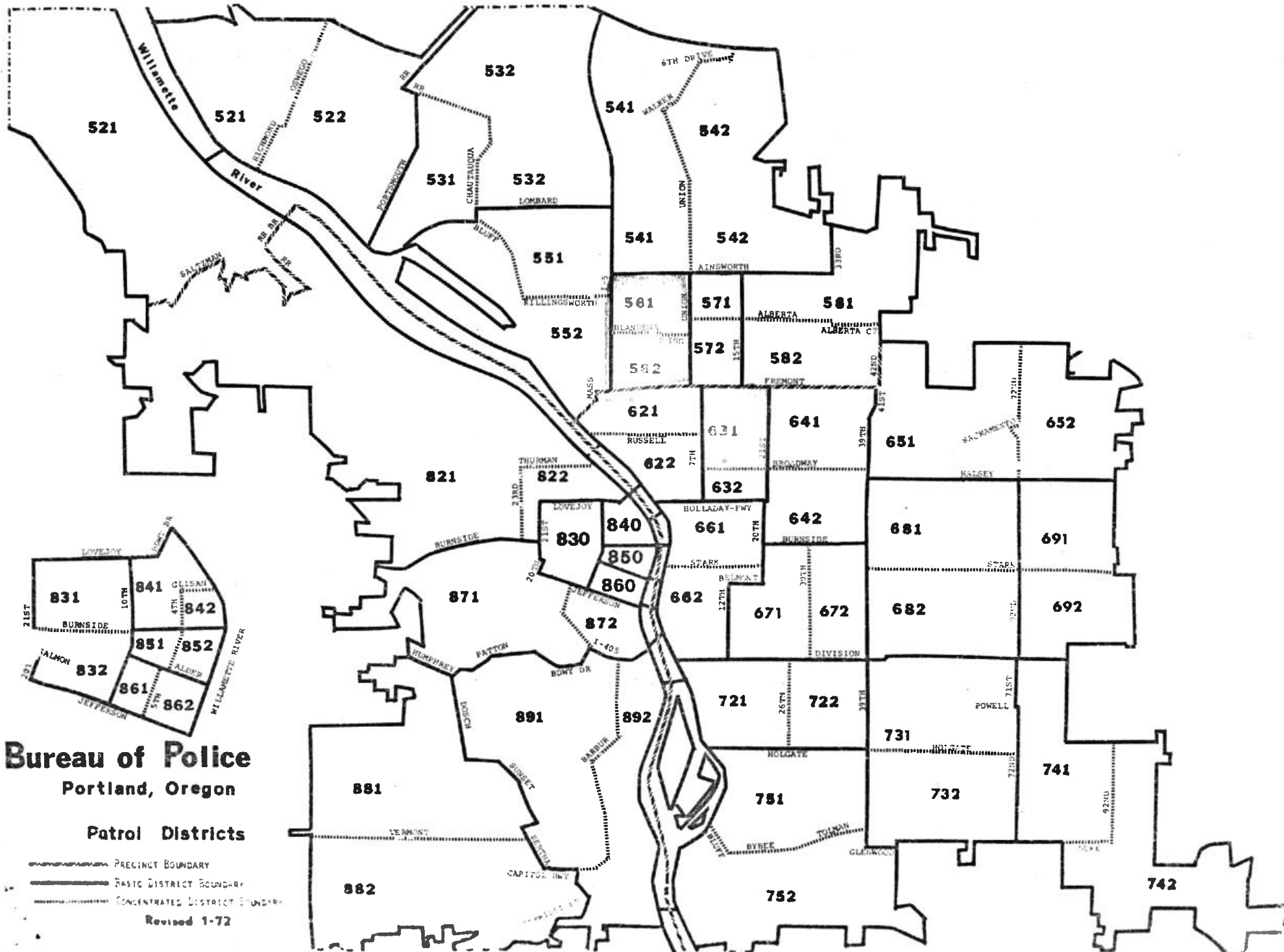
Three types of lighting patterns are required of the project. These include (a) increase of existing street lights on Union Avenue and adjacent blocks in areas of high pedestrian activity; (b) pedestrian access points, and (c) specific redevelopment projects. The current levels of lighting on Union Avenue and adjacent blocks allows numerous dark pockets to exist which substantially aid offenders in the commission of target crimes. Inventory of existing lighting indicates only a two block area in the corridor which is provided with pedestrian scale lighting. Additionally, well illuminated pedestrian access points to the corridor from adjacent neighborhoods is virtually nonexistent. These two lighting patterns will be implemented during the first phase and will account for a major portion of the project. The third pattern, specific redevelopment projects, will include increased lighting of public and pedestrian areas associated with the identified redevelopment sites. This phase, Phase II, will be implemented upon completion of Phase I.

Due to the nature of the Union Avenue Redevelopment Program and the required involvement of many city agencies, the Office of Planning and Development has overall project responsibility. Therefore, the Union Avenue Redevelopment Program Coordinator will serve as project director for this project. Two Model Cities committees; Law and Justice and the Community Development Working Committees, will provide a means for citizen involvement.

Cost: Based on an original estimate by the Portland Lighting Bureau the cost of this project was determined to be \$536,250 of which 10 percent or \$53,625 would be the required grantee contribution.

NUMBER OF TARGET CRIMES FOR EACH PATROL DISTRICT

Patrol District	Residential Burglaries	Commercial Burglaries	Armed Robberies	Unarmed Robberies	Total Burglaries	Total Robberies	Total Target Crimes
521	128	82	0	0	210	0	210
522	212	120	13	9	332	22	354
531	207	80	13	16	287	29	316
532	200	63	16	11	263	27	290
541	141	73	13	16	214	29	243
542	234	89	21	24	323	45	368
551	111	77	16	17	188	33	221
552	91	38	27	5	129	32	161
561	251	69	41	57	320	98	418
562	255	68	101	92	323	193	516
571	158	27	11	43	185	54	239
572	210	42	30	29	252	59	311
581	231	130	23	38	361	61	422
582	259	89	13	35	348	48	396
621	105	68	59	47	173	106	279
622	114	83	57	29	197	86	283
631	226	52	49	27	278	76	354
632	14	21	14	18	35	32	67
641	157	125	11	17	282	28	310
642	124	95	8	10	219	18	237
651	211	152	17	9	363	26	389
652	55	48	8	3	103	11	114
661	61	96	20	25	157	45	202
662	46	84	11	19	130	30	160
671	209	93	20	14	302	34	336
672	135	67	12	9	202	21	223
681	190	103	16	2	293	18	311
682	169	87	10	8	256	18	274
691	95	44	7	3	139	10	149
692	94	74	10	0	168	10	178
721	117	84	10	7	201	17	218
722	76	41	6	0	117	6	123
731	168	117	8	4	285	12	297
732	94	67	13	1	161	14	175
741	130	122	9	8	252	17	269
742	111	50	0	1	161	1	162
751	59	67	3	3	126	6	132
752	143	191	11	1	334	12	346
821	141	149	11	6	290	17	307
822	54	64	14	10	118	24	142
831	54	73	6	7	127	13	140
832	36	122	20	18	158	38	196
841	15	30	12	23	45	35	80
842	21	10	14	39	31	53	84
851	8	89	5	7	97	12	109
852	5	32	6	8	37	14	51
861	24	67	20	21	91	41	132
862	16	62	16	43	68	59	127
871	139	90	17	22	229	39	268
872	63	69	22	10	132	32	164
881	118	47	2	0	165	2	167
882	151	72	3	5	223	8	231
891	89	80	5	2	169	7	176
892	68	66	7	2	134	9	143
Total Reported	6,593	4,190	881	916	10,783	1,797	12,591



Bureau of Police
Portland, Oregon
Patrol Districts

THE CITY OF
PORTLAND



OREGON

OFFICE OF
PLANNING AND DEVELOPMENT

GARY E. STOUT
ADMINISTRATOR

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

203,10

MEMORANDUM

To: Neil Goldschmidt

Date: March 21, 1974


From: Gary Stout

Re: Flint Street Barrier

Flint Street is not torn up or under construction. Two lanes of Kirby Street (on the south side) are being reconstructed. This reconstruction is being coordinated through PDC and should be finished in 6-8 weeks, barring delays due to weather. When this construction is finished, the "barrier" to the use of Flint Street will be removed.

A map indicating the problem area is attached.

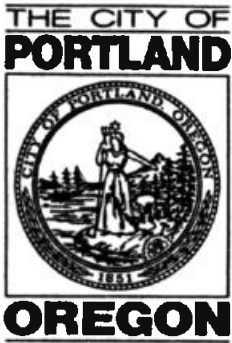
GS/gr



Gary E. Stout
Administrator

cc: Pat LaCrosse





204, 11

MEMORANDUM

OFFICE OF
PLANNING AND DEVELOPMENT
GARY E. STOUT
ADMINISTRATOR

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

To: Bill Scott

Date: May 15, 1974

From: Doug Butler *DB*

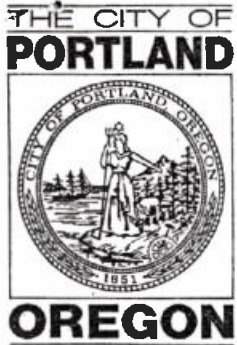
Subject: Ordinance 1259

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

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

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

DB/gr



OFFICE OF
THE MAYOR
NEIL GOLDSCHMIDT
MAYOR

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

February 28, 1974

203.11

R. N. Bothman
Metropolitan Engineer
State Highway Division
5821 N. E. Glisan
Portland, Oregon 97213

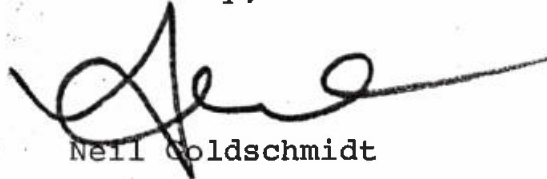
Dear Mr. Bothman:

This is in response to your letter of February 14 requesting the designation of an individual to work with the Highway Division on a multiple use concept for the property under the East Fremont interchange.

Gary Stout, administrator of the Office of Planning and Development, has agreed to undertake this responsibility and will serve as the City's representative in undertaking this effort.

Thank you for your letter.

Sincerely,



Neil Goldschmidt

NG.awp

cc: Gary Stout



OREGON STATE HIGHWAY DIVISION

METROPOLITAN SECTION

February 14, 1974

5821 N. E. Glisan

Portland, Oregon 97213

Phone 238-8226

*Bill
we'll do it
if you want
RJG*

MAYOR NEIL GOLDSCHMIDT
1220 S. W. Fifth Avenue
Portland, Oregon 97204

ATTENTION: GARY STOUT

EAST FREMONT INTERCHANGE - MULTIPLE USE CONCEPT

Over the past three years the Highway Division has worked with Lloyd Anderson's office to develop the State right of way under the West Fremont Interchange structures. This effort was concluded in an agreement between the State and the City last month.

In addition to this land under the West Fremont, there is a similar amount of property under the East Fremont Interchange which the Highway Division has not leased pending some type of an orderly development.

I have been under considerable pressure from several interested persons who wish to utilize the property since completion of the Fremont Bridge.

I would like to propose that you designate an individual to work out a Multiple Use Concept for the property under the East Fremont Interchange I hope in a much shorter time frame.

R. N. BOTHMAN
Metropolitan Engineer

RNB:pb

cc: F. B. Klaboe
E. S. Hunter

COUNCIL DOCUMENTS REFERRED RECEIPT

To COMMISSIONER OF FINANCE AND ADMINISTRATION Council Meeting February 13, 1974

Calendar No.	SUBJECT MATTER	Date Received	By Whom
390	Petition of members or employees of Wilhelm Trucking Company in protest to recent City Council action wherein they were denied the right of access to and from the Fremont Bridge on N. Ivy and N. Commercial Streets.	2/13/74 referred to Bill Scott	AgK 2/13/74

RECEIVED

FEB 7 5 11 PM 1974

GEORGE YE
CITY OF
AUDITOR
ORE.

BY MM

PETITION TO OPEN AN ACCESS TO CITY OF PORTLAND STREETS

We, Wilhelm Trucking Co., and the following
(name of firm or organization)
interested members or employees, whose names appear hereon,
have affixed our signatures in protest to the action recently
taken by the elected officials of the City of Portland, Oregon
wherein they have denied the right of access by citizens of
Oregon or visitors motoring in Portland, Oregon to the
following named streets leading to and from the Fremont Bridge,
namely N. Ivy and N. Commercial ~~Fremont~~ Streets.

Because of said action the above motorists are forced to use
other impractical streets to gain access to districts in all
areas of East Portland, Oregon in making all types of deliveries
and travel thereby causing unjust delays during the periods of
peak motor vehicle movement and thereby causing these vehicles
to consume unnecessary additional gallons of critical motor

PETITION TO OPEN AN ACCESS TO CITY OF PORTLAND STREETS

We, Wilhelma Trucking Co., and the following
(name of firm or organization)
interested members or employees, whose names appear hereon,
have affixed our signatures in protest to the action recently
taken by the elected officials of the City of Portland, Oregon
wherein they have denied the right of access by citizens of
Oregon or visitors motoring in Portland, Oregon to the
following named streets leading to and from the Fremont Bridge,
namely N. Ivy and N. Commercial ~~Fremont~~ Streets.

Because of said action the above motorists are forced to use
other impractical streets to gain access to districts in all
areas of East Portland, Oregon in making all types of deliveries
and travel thereby causing unjust delays during the periods of
peak motor vehicle movement and thereby causing these vehicles
to consume unnecessary additional gallons of critical motor

Judy

Emanuel Hospital

2801 north gantenbein avenue • portland, oregon 97227

en

RECEIVED

DEC 24 1974

MAYOR'S OFFICE

yes w/ Gary

December 19, 1974

Mayor Neil Goldschmidt
City Hall
Portland, Oregon 97204

Dear Mayor Goldschmidt:

The members of Emanuel Hospital's Model Cities Liaison Committee, together with our Administrative Staff, cordially invite you to meet with us for breakfast on January 7, 1975, 7:30 a.m., in the Board Room (Room 146) at Emanuel Hospital.

It is our desire to discuss informally with you and the Commissioners, the various cooperative ventures in which the Model Neighborhood, City Council and Emanuel are involved. We believe that a "get together" of this nature would be mutually beneficial.

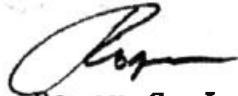
We are hoping that your busy schedule will permit you to join us. We are sincerely looking forward to your attendance.

We'd appreciate it if you will let us know whether or not you can be present. Please ask your secretary to call John Westley at 280-4011, or my secretary at 280-4000.

*Phone
ception*

Best wishes for a Happy Holiday Season!

Sincerely yours,



Roger G. Larson
President

RGL:vb

Bob Rogers, Chairman
Model Cities/Emanuel Hospital
Liaison Committee



203.10

Freemont
Bridge
Ramp
F.R.

- Property owned by PDC
- PDC passed resolution on Dec. 16th approving our use of land provided that we obtained approval from HUD and OSHD

why? Because PDC's hold on land will expire

- we rec'd letter from PDC on Jan. 3rd with those conditions

- There were ~~other~~ hangers:
 - (1) agreement with OSHD -
 - (2) use of land

These delayed project for a few months.
OSHD recommended changes -

New estimated dates:

out to bid: Mid-Feb.
start construction: March 1st
end construction: May 1st -

Fremont
File

January 15, 1974

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

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

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

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

THE CITY OF
PORTLAND



OREGON M E M O R A N D U M

OFFICE OF
PLANNING AND DEVELOPMENT

GARY E. STOUT
ADMINISTRATOR

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

203.10

January 14, 1974

To: Commissioners Anderson, Ivancie, McCready, Schwab
and Mayor Goldschmidt

From: Gary E. Stout, Office of Planning and Development

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

Pursuant to City Council Resolution No. 31305, the Office of Planning and Development has worked with the representatives of Eliot, Boise/Humboldt, Irvington, Sabin and Alameda neighborhoods, Emanuel Hospital, Union Avenue Businessmen's Association, the City Traffic Engineer's Office, the City Engineer's Office and the State Highway Division in order to prepare for Council an interim solution to the opening of the Ivy Street ramps to the Fremont Bridge. The recommended solution was first heard by Council on December 19, 1973. The result of that hearing was a request by Council to study further an additional alternative which would further limit the use of the ramps and primarily serve Emanuel Hospital and Stanton Yards. This alternative hereinafter referred to as the Flint/Kerby alternative is further detailed in the ordinance and recommendation which follow.

On January 10, 1974, the Flint/Kerby alternative was presented to the Ad Hoc Committee. At that meeting, the Committee took two votes. In the first vote, the Committee voted overwhelmingly to oppose the opening of the Fremont Bridge ramps. In the second vote, assuming that the bridge ramps would be open, the Committee voted 9 to 5 in favor of the Ivy Street alternative. Mr. James Loving will be present at Council to present the Committee's recommendation in favor of the Ivy Street alternative.

RECOMMENDATION

It is understood that any opening of the Fremont Bridge ramps would have certain costs and benefits to the community immediately affected and the City as a whole. The costs are the direct costs of constructing the ramps, signals and other improvements and the indirect costs to the community in terms of increased traffic and neighborhood livability and character. The benefits are increased accessibility and the possible increased potential for redevelopment in the northeast. The

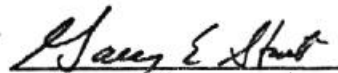
January 14, 1974

Page 2

attached comparison chart indicates what some of these costs and benefits might be. Based on this information, the Office of Planning and Development makes the following recommendation:

- a. Council should adopt the Flint Street alternative to the opening of the Fremont Bridge ramps.
- b. The Flint/Kerby alternative should include street lighting and landscaping improvements on Williams and Vancouver between Broadway Street on the south and Morris Street on the north.
- c. The foregoing actions should be conditioned on a commitment by Emanuel Hospital to proceed with their redevelopment program.
- d. Without an assurance by Emanuel Hospital that they would proceed with their redevelopment program, City Council should indicate to the State Highway Division that the ramps shall not be opened on an interim basis.
- e. Council should direct the City Engineer's Office to expeditiously pursue the consultant study on the Fremont long-range solution. The State Highway Division has stated that it would be possible to place a consultant under contract by June 30, 1974. An additional year will be necessary for the consultant planning program. Any work program presented for Council's approval should reflect the status of the Union Avenue Redevelopment Program, be properly designed to ensure that traffic will be encouraged to use Union Avenue rather than Fremont or other east-west streets, be designed to ensure that significant additional traffic will not be generated and reflect any experience with the proposed interim opening. A citizens' contact committee composed of one representative from each of the participates to the Ad Hoc Committee should be involved during the full course of the work performed under the consultants' contract.

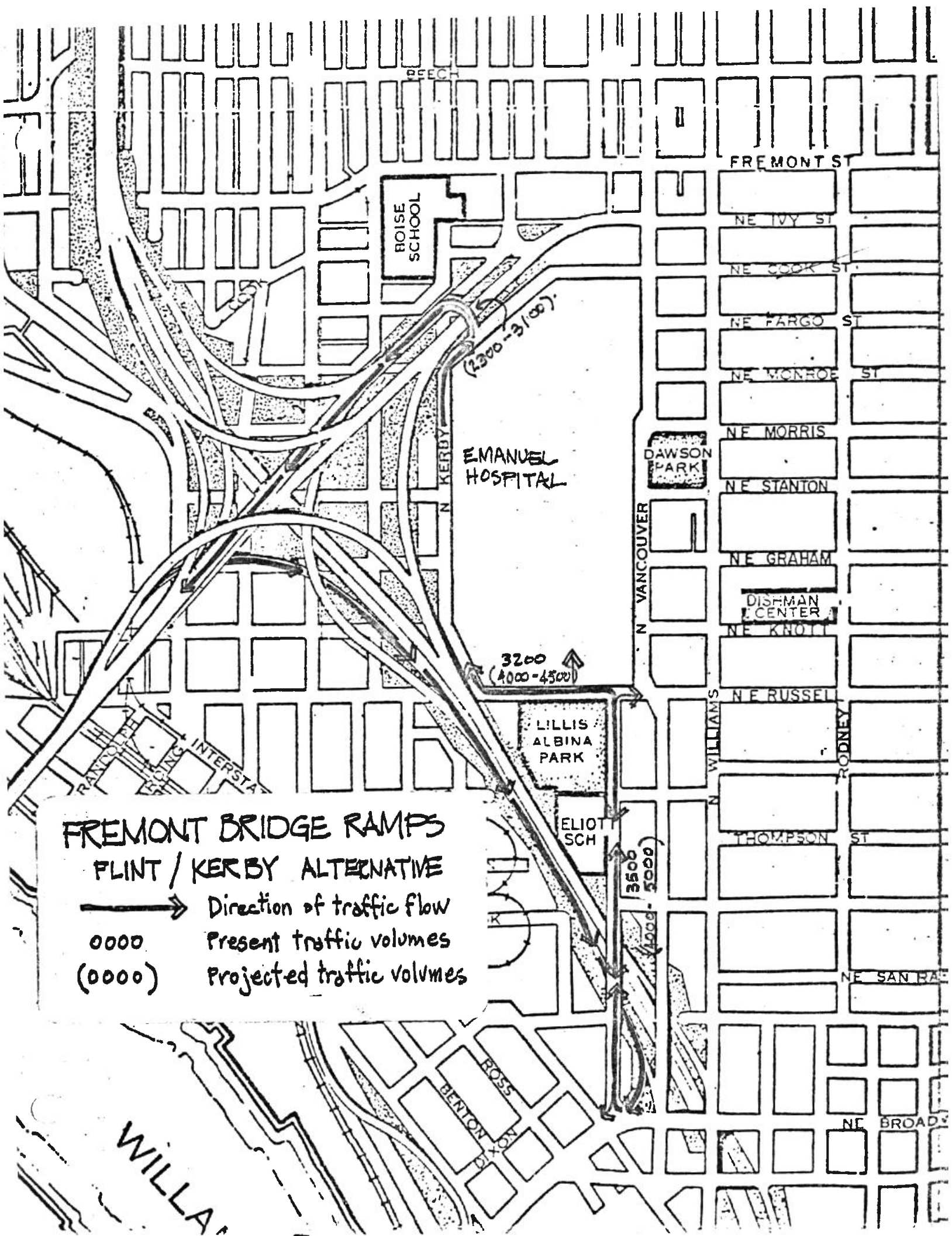
GS/gr


Gary E. Stout
Administrator

ALTERNATIVE SOLUTIONS TO THE INTERIM OPENING OF
THE IVY STREET RAMPS TO THE FREMONT BRIDGE

COMPARATIVE ANALYSIS

	<u>Ivy Street Alternative</u>	<u>Flint/Kerby Alternative</u>	<u>No Interim Opening</u>
Total Estimated Cost	\$ 186,500.00	\$ 78,000.00	-0-
Costs to General Fund	115,000.00	27,400.00	-0-
Projected new traffic impact in front of school	Boise 1100 veh./day Alameda 600 veh./day	Eliot 1000- 1500 veh./day	-0-
Impact on Stanton Yards	Limited	Some congestion on Kerby	None
Residential proper- ties to be acquired	9	-0-	-0-
Travel time (bridge to Emanuel Hospital)	1 minute-estimated (Peak hour times will be much slower)	2½ minutes- measured on existing routes	Peak hr. congestion at Broadway/ Weidler
(Emanuel to bridge)	No difference	No difference	
Amount of new (redirected) on local streets due to opening	up to 12,000 veh./day	up to 4600 veh./day	-0-
Traffic impact on Union Avenue at Fremont	-1100 veh./day	Slight	None
Impact on Emanuel Hospital Redevelop.	Will proceed with present plans	Will review plans ?	Will review plans - may decide not to proceed.
Impact on other development (real) potential (psychological)	Little Positive	None Negative	None Negative
Impact on FAU project	Property acquisi- tion may jeopard- ize project	May jeopard- ize project	?
Conformance with liot/Boise plan	Does not conform	Does not conform (Conflicts with long-range use of Flint Street)	No impact



FREMONT BRIDGE RAMPS

FLINT / KERBY ALTERNATIVE

- Direction of traffic flow
- 0000 Present traffic volumes
- (0000) Projected traffic volumes

Emanuel Hospital

2801 north gantenbein avenue • portland, oregon 97227

January 11, 1974

To call writer direct
phone (503) 280-4001

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

RECEIVED

JAN 14 1974

MAYOR'S OFFICE

Dear Mayor Goldschmidt:

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

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

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

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

The Honorable Neil Goldschmidt
Page Two

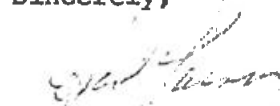
January 11, 1974

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

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

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

Sincerely,



Roger G. Larson
President

RGL:ymd

cc: Mr. Bill Scott