

THE CITY OF  
**PORTLAND**



**OREGON**

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*Pravica HUB* *Dave Magin* *S. Rum*  
December 29, 1980

MEMORANDUM

TO: Northwest Transportation Study CAC and TAC

FROM: Rob Bernstein, Project Manager *Rob*

**HAPPY HOLIDAYS!**

RE: Meeting Minutes and Schedule

The next two CAC meetings are scheduled for January 14 and January 28 at the usual time and place: 4:45 p.m. at the Neighborhoods West/Northwest Office, 817 NW 23rd Avenue. The main agenda item for the January 14 meeting will be the presentation and review of the traffic volume, turning movement, and origin-destination data collected over the last month or two. Following this review, discussion of alternative improvement projects for the 23rd/Burnside vicinity will begin. Bring your ideas.

December 3 CAC Attendees

Bill Cook, NINA  
Rick Michaelson, NWDA  
Bill Parish, NW Resident  
Chris Wrench, NW Resident

December 17 CAC Attendees

Bill Cook, NINA  
Don Fantz, ODOT  
Bill Parish, NW Resident  
Chris Wrench, NW Resident

The better part of the December 3rd CAC meeting was spent reviewing the traffic turning movement counts supplied by the Traffic Engineering Bureau for the following intersections: 23rd/Burnside/Vista/Westover, 23rd Place/Burnside, Everett/Westover, 23rd/Everett, 23rd/Glisan, 23rd/Lovejoy, 25th/Lovejoy, 25th/Thurman, and 28th/Thurman. The requested traffic volume counts for streets throughout Northwest Portland have all been completed, and are available in "raw" form to interested parties, as are the turning counts. Condensed and mapped data will be available at the next CAC meeting.

The most important event of the month (in terms of this study) was completion of the long-awaited traffic origin-destination survey, which was conducted in the morning and evening peak periods December 9 and 10. The consultant who managed the survey is currently tabulating the data, and the results will be available at the January 14 CAC meeting.

The topic of discussion at the December 17 CAC meeting was the construction schedule for the I-505 Replacement Project and how it will affect traffic circulation in the neighborhood and industrial area. Don Fantz of the Oregon Department of Transportation (ODOT) provided the following tentative schedule:



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Portland, Oregon 97205

Mike Bauer  
Bureau of Traffic Engineering  
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URB10-14.1

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24 November 1980

MEMORANDUM

TO: NW Transportation Study CAC and TAC

FROM: Rob Bernstein, Project Manager *Rob*

SUBJECT: Next Meeting

Just a reminder: the next two CAC meetings will be December 3 and 17 at the usual place at the usual time (Neighborhoods West/Northwest Office, 817 NW 23rd, 4:45 p.m.). On December 3rd, discussion of curb extensions and other pedestrian aids proposed for the NW Neighborhood will be continued. Also, review of traffic data that is now being collected will begin.

The origin-destination survey consultant contract is still in the process of being approved by the State and FHWA (approval is necessary before work can proceed). Hopefully, the go-ahead will be received in time to conduct the survey on December 2nd - 3rd or 3rd - 4th.

RB:db

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*mr*  
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*Majors*  
*Sam*  
March 20, 1980

Dear North of Burnside Study Advisory Committee Member:

Attached is a copy of the minutes for the March 5th Study Advisory Committee meeting.

The next meeting of the Committee will be held Tuesday, March 25th at noon in Room 200 of the Bureau of Planning, 424 SW Main. Please feel free to bring your lunch, coffee will be provided.

Topics for discussion at this next session will include:

- a) Project progress to date
- b) Review of preliminary data collected
- c) Election of chairperson

As per the Committee's request I have sent invitations to those persons who might care to meet with you Tuesday.

Sincerely,

*Laurel Wentworth* (H)

Laurel Wentworth  
City Planner

LW:sa

attachment

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**MAR 21 1980**  
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*Martin*  
*URB 1014*  
*no*



# MINUTES OF THE NORTH OF BURNSIDE STUDY

## ADVISORY COMMITTEE MEETING

March 5, 1980

### Committee Attendees

Lt. Maynard McQuaw, Portland Fire Bureau  
Joan Henick, Portland Police Bureau  
William Parish, Friends of Union Station  
Glen Pierce, City of Portland, Street and Structural Engineering  
Sam Naito, Skidmore/Old Town Merchants Association  
Brian McCarl, City of Portland, Office of Planning and Development  
Michael Henniger, City of Portland, Office of Planning and Development  
Virginia Ferriday, Portland Historical Landmarks Commission  
Ted Schneider, Portland Development Commission  
Diane DenBeste, Skidmore/Old Town Merchants Association  
Bob Willoughby, CHDI  
Andy Raubeson, Burnside Consortium

Introduction of advisory committee members, the project origin purpose, goals and objectives and workscope were the main topics of discussion for this meeting.

The following points were suggested to better define the goals and objectives:

- 1) Preceding the goals and objectives a purpose statement should be inserted to summarize the major emphasis of this study.
- 2) More specific reference to the historic district (Skidmore/Old Town) in goal II.
- 3) Goal I should be stated more clearly (2a) and actual projects to be studied should be included (2b).
- 4) Generally, the criteria by which alternative land use plans will be evaluated should be incorporated in the goals and objectives.
- 5) Goal IV should include parking for commercial land uses.
- 6) Goal V item "b", the term residential care facilities is a misnomer - a more appropriate term for semi-hospitalization needs should be used.

Add a letter "g" to Goal V entitled emergency housing.

- 7) Goal III should be combined with goal VI as both are related in their intent. Strike objective 1 from Goal VI.
- 8) Specific reference should be made in the work program about mixed use (in the same building) development i.e. retail on ground floor, housing above.
- 9) Commercial entities by type should be further broken out categorically for clarity in the work program.
- 10) A seventh goal should be added which addresses preservation and enhancement of the existing Burnside District. Objectives should include:

- a) policies required to mitigate projected impacts.
  - b) policies required to protect existing housing stock.
- 11) An eight goal should relate to the urban design element in this district. Objectives should include:
- a) coordination of scale and character of buildings.
  - b) preservation of open space and better utilization of that open space for recreational activities.
  - c) relationship of commercial and residential uses (design).
  - d) coordination of public/private landscaping.
- 12) Boundary of study should include 1/2 block to the west of park blocks.
- 13) Other persons who might be interested in attending the SAC meetings was discussed and representatives suggested.

Meeting adjourned 4:30 p.m.





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June 2, 1980

MEMORANDUM

TO: NW Transportation Study CAC and TAC  
FROM: Rob Bernstein, Project Manager *Rob*  
SUBJECT: Meeting Minutes and June/July Schedule

The next meeting of the CAC will be 4:45 p.m., June 11, 1980 in the Neighborhoods West/Northwest office at 817 NW 23rd Avenue. Biweekly meetings will be held throughout June and July (June 25, July 9 and July 23), also at 4:45 p.m. in the Neighborhood office. The main subject of the June 11 meeting will be future transit service in Northwest Portland and the improvements needed to support it.

May 14 CAC attendees  
Bill Cook, NINA  
Mel Kroker, Architect  
Rick Michaelson, NWDA  
Stan Pansky, Architect  
Bill Parish, NW Resident  
Edgar Waehrer, NW Resident

May 28 CAC attendees  
Bill Cook, NINA  
Don Fantz, Oregon Dept. of Transp.  
Stan Pansky, Architect  
Bill Parish, NW Resident  
Edgar Waehrer, NW Resident  
Chris Wrench, NW Resident

The main topics of discussion at the May CAC meetings were the problems and possibilities associated with the Uptown Shopping Center (23rd/Burnside) vicinity and the NW 21st/22nd Avenue Project.

The following draft set of objectives was put together in order to guide the development of an improvement project for the 23rd/Burnside vicinity. These objectives will also help in the evaluation of various proposed alternatives and will form the basis for supporting a recommended alternative before City Council and other local state and federal agencies with project review responsibilities. This list is a draft version, so any comments will be welcome.

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23rd/Burnside Project Objectives

1. Promote the stabilization or reduction of traffic volumes on NW 23rd Avenue.
2. Discourage the use of NW 25th Avenue by vehicular traffic.
3. Encourage the use of the 14th/16th couplet for north-south movement to/from the Northwest Industrial Area.
4. Prevent the diversion of east-west traffic from Burnside to Lovejoy, Everett/Glisan or other neighborhood streets.
5. Facilitate efficient traffic operations at the 23rd/Burnside intersection.
6. Address traffic problems by encouraging the use of transit as an alternative to the automobile; improve and facilitate transit to and through the 23rd/Burnside vicinity.
  - a) Place bus stops at locations that are safe and convenient for pedestrians.
  - b) Minimize conflicts between traffic and transit operations.
  - c) Improve bus connections to surrounding residential areas.
7. Facilitate safe, convenient pedestrian movement
  - a) across each leg of the 23rd/Burnside intersection
  - b) between all bus stops
  - c) between the commercial/retail facilities on the north side of Burnside and those on the south side
  - d) between commercial/retail facilities and
    - i) the surrounding residential areas
    - ii) all bus stops
    - iii) all parking areas
8. Minimize the need to make short auto trips in the 23rd/Burnside vicinity.

June 2, 1980

Page 3

9. Provide convenient vehicular access to Uptown Shopping Center areas from:
  - a) Burnside Street (this does not necessarily require the provision of direct access from Burnside itself)
  - b) surrounding residential areas (convenient, though possibly indirect access is needed from 23rd, Westover and Vista)
10. Minimize the constraints placed on development and redevelopment opportunities in the 23rd/Burnside vicinity.

It should be recognized that some of these objectives may conflict with one another for a given alternative. A tradeoff will have to be made between the degree to which each objective is or is not attained. Citizen and local business input will be especially important in such cases.

The NW 21st/22nd (Vaughn-Front) Project comprises the reconstruction and return to two way local operation of 21st and 22nd after the completion of I-505. In the proposed plan both streets will have one northbound and one southbound lane, and on-street parking will be permitted on both sides of the street. Access to the I-505 westbound frontage road connecting 20th/Upshur with 23rd/Vaughn intersection will not be possible from the 21st/Vaughn intersection, but the intersection will be accessible from the frontage road.

The CAC and TAC agreed that after I-505 opens, traffic volumes will be low enough to allow the closure of the 21st Avenue railroad crossing and the conversion of the Nicolai Street crossing to two-way operation (see Figures 1 and 3). The 21st Avenue crossing could also be closed before the completion of I-505 if interim improvements are made (see Figure 2). These interim and future street and circulation improvement alternatives are currently being coordinated with the Oregon Public Utilities Commission's plans to install improved protection at the 21st and Nicolai crossings. In order to develop a recommended course of action, a couple of questions need to be answered: i) when should the 21st Avenue crossing be closed? and ii) should crossing protection be installed for the interim? Important factors being considered in answering these questions are the high accident rate at the 21st Avenue crossing over the past few years, the cost of moving crossing protection equipment from 21st to Nicolai upon the closure of the 21st Avenue crossing, the source of funding for the necessary street and signalization improvements, and the scheduling constraints imposed by the availability of funding.

RB:vz

FIG. 1  
NICOLAI RR. CROSSING,  
NICOLAI/22nd AVE.  
INTERSECTION VICINITY:  
EXISTING

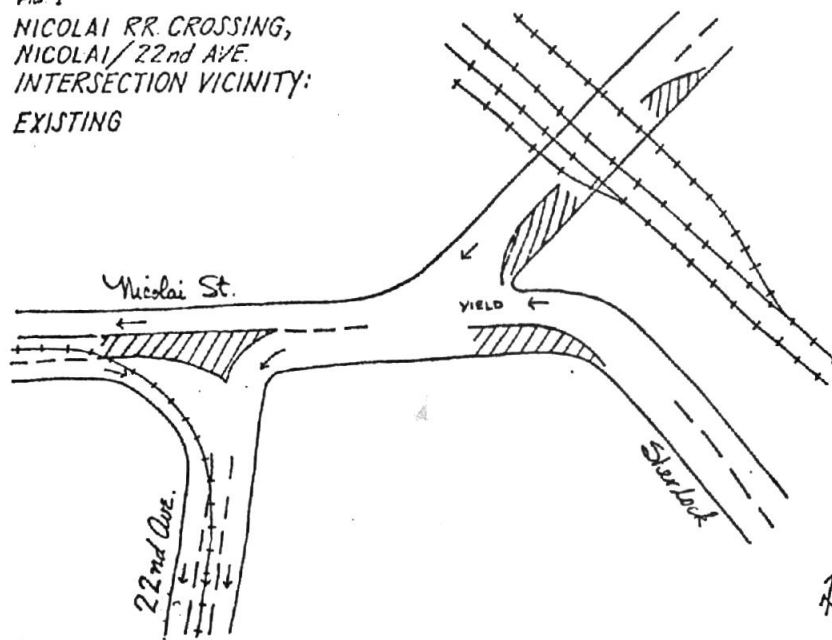


FIG. 2  
NICOLAI RR. CROSSING,  
NICOLAI/22nd AVE.  
INTERSECTION VICINITY:  
PROPOSED INTERIM SOLUTION

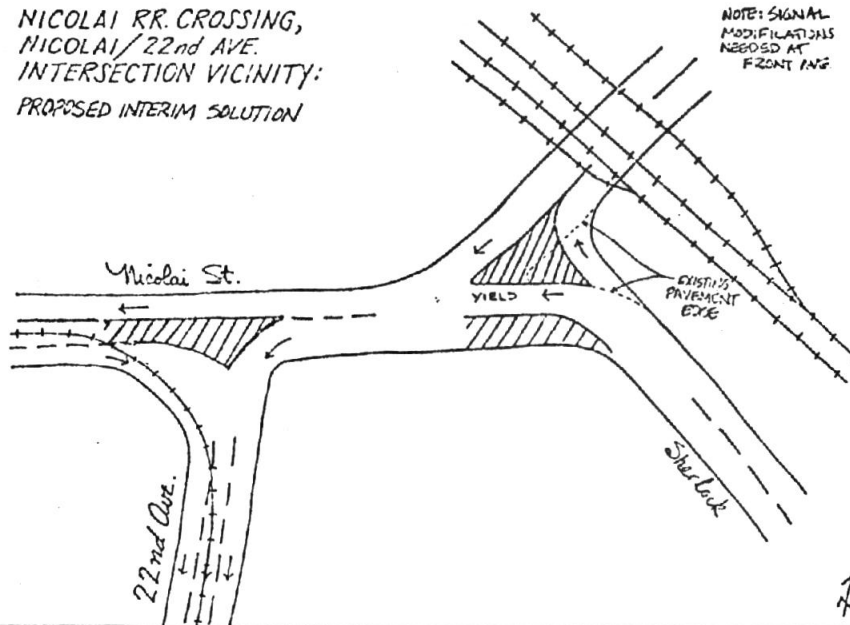
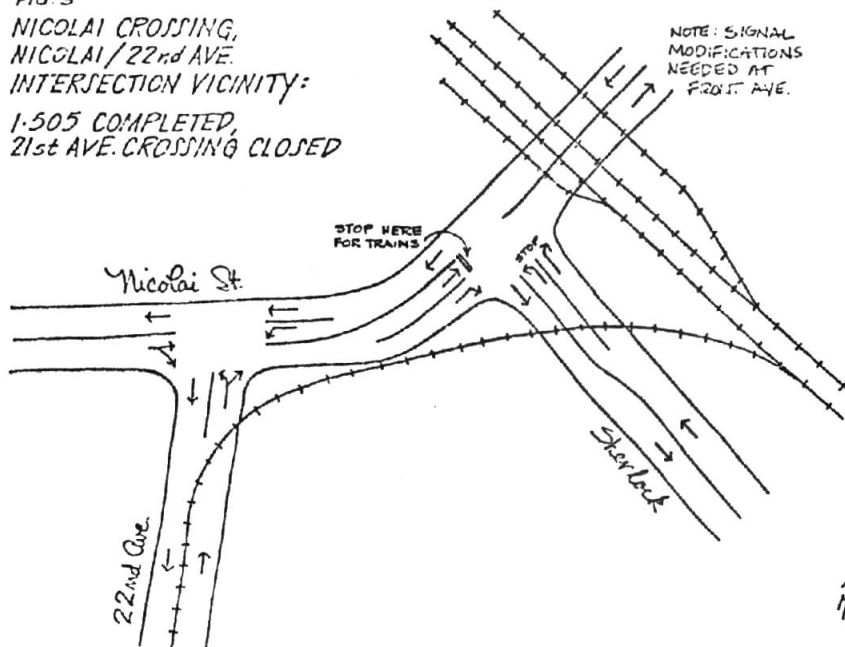
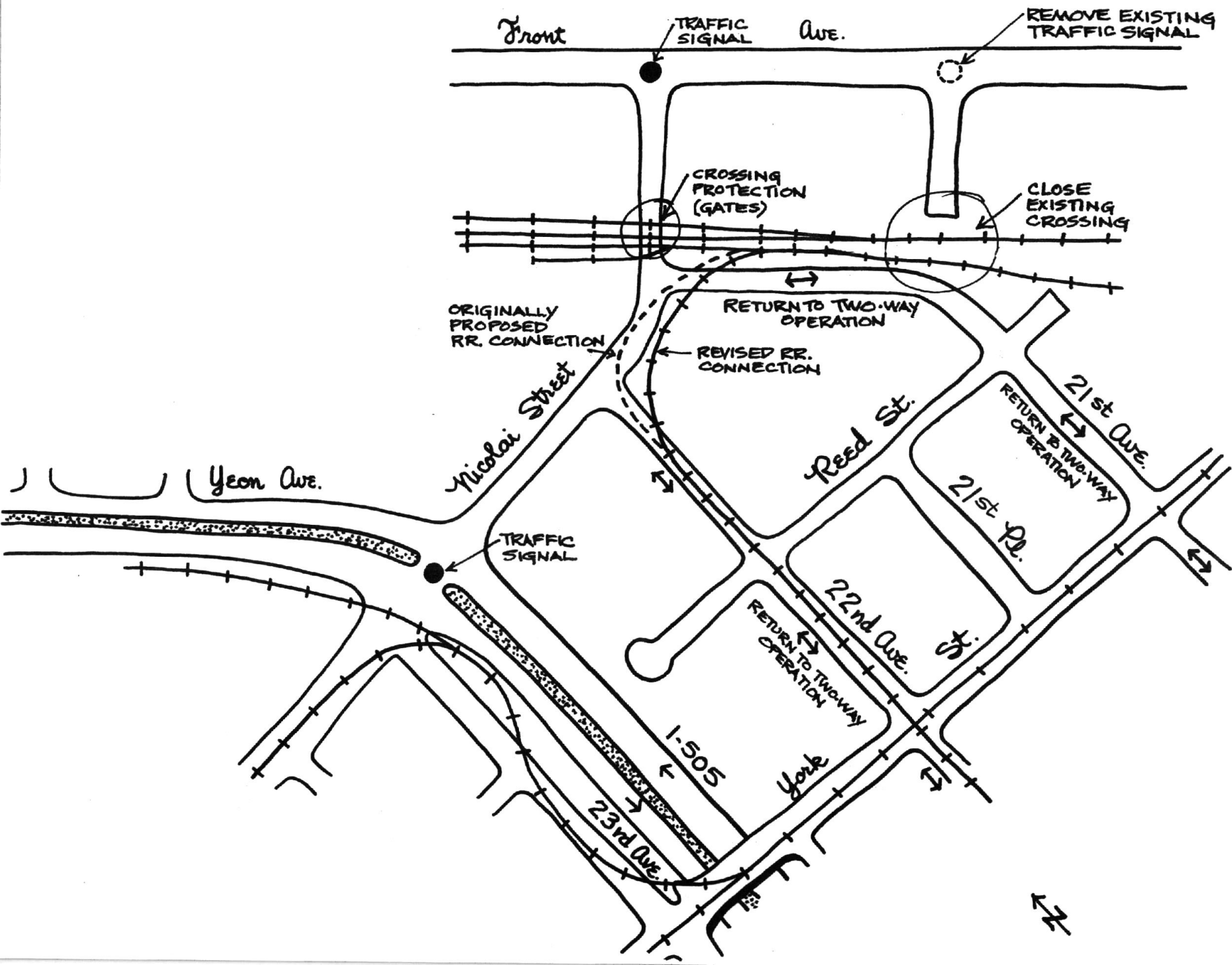


FIG. 3  
NICOLAI CROSSING,  
NICOLAI/22nd AVE.  
INTERSECTION VICINITY:  
1:50.5 COMPLETED,  
21st AVE. CROSSING CLOSED









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