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OFFICE OF
Connie McCreedy
MAYOR



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

THE CITY OF
PORTLAND, OREGON

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2 May 1980

MEMORANDUM

STAFF

TO: Commissioner Francis Ivancie
Commissioner Charles Jordan
Commissioner Mildred Schwab

FROM: Mayor Connie McCreedy *CM*
Commissioner Mike Lindberg *ML*

RE: South Portland Circulation Study

We concur with the staff recommendation, discussed in the attached report, to defer the South Portland Project, and we recommend that the report be filed with no further action taken. City and State staffs will pursue the Barbur-Terwilliger Project and those portions of the South Portland Project which improve the freeway network. The Mayor's Recommended Budget does not include the South Portland Project and does include the Barbur-Terwilliger Project. The study of changes to the freeway, the responsibility of the State, is not currently programmed.

If you have any questions about these projects, please call Steve Dotterrer at X4254.

attachment
CM/SD/bj

cc: Cowles Mallory
Don Bergstrom
Steve Dotterrer
Dave Vargas
OPD reading file

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BUREAU OF
TRAFFIC ENGINEERING

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7 April 1980

MEMORANDUM

TO: Mayor McCready
Commissioner Lindberg

FROM: Don Bergstrom, Traffic Engineering *DB*
Steve Dotterer, Chief Transportation Planner *SD*
David Vargas, Chief, Bureau of Street & Structural Engineering *DV*

RE: South Portland Circulation Study

The Bureaus of Traffic Engineering, Planning and Street and Structural Engineering have not included funding for the South Portland Circulation Project in the FY 1980 - 1981 budget. We recommend that the overall project be indefinitely deferred and that Preliminary Engineering (PE) work for the Barbur-Terwilliger project, which could redirect some travel demand to more appropriate routes outside of South Portland, be undertaken in the upcoming year. We believe that certain elements of the South Portland Study could be individually implemented, in conjunction with other transportation projects.

The South Portland project was reviewed by the Council on Nov. 30, 1978. At that time, Council approved preliminary engineering and EIS preparation for several project alternatives. One of these alternatives called for the removal of Front Ave. and the creation of land for residential development. Additionally, as part of last year's budget process, Council approved PE money for South Portland from the Mt. Hood Transfer funds and included construction funding (\$8.7) for the project as an I-505 reserve project. Since the Council took these actions, the rapid inflation of construction costs has eliminated most of the reserve funds for project construction. Additionally, the City and the State have had substantial disagreements as to lead project responsibility. Finally, while the immediate neighborhood strongly supports the project, residents south and west of the project have opposed the Front Ave. removal alternative.

OBJECTIVES OF THE SOUTH PORTLAND PROJECT

The South Portland Circulation Project is the product of a consultant study administered by the Bureau of Planning, Transportation Section. The plan attempts to simplify the circuitous arterial system within the South Portland neighborhood. Modifications to the Ross Island Bridge ramp approaches, improved channelization and development of a new arterial link near I-405 were some of the recommended capital improvements. These improvements were intended to increase accessibility to the area and provide for efficient traffic and transit services.

Removal of a portion of Front Avenue was also proposed. This would free approximately 17 acres for a residential redevelopment of about 440 residential units. The redevelopment would respond to the housing needs of the City of Portland, and reconnect the South Portland neighborhood into a single unit of sufficient size to support neighborhood services.

Other study objectives were to:

- o clarify and consolidate the arterial system,
- o support an urban/transit-oriented development of land reclaimed by the abandonment of Front Avenue and parts of the Ross Island Bridge ramps,
- o facilitate pedestrian and bicycle movement through and within South Portland, and
- o maintain the low and moderate income mix which presently exists in South Portland.

IMPLEMENTATION ISSUES

A \$10,000 Housing and Community Development allocation covered the consultant and printing costs of the South Portland Circulation Study. This initial work provided a preliminary evaluation of several alternatives in terms of cost, traffic feasibility and environmental impact. It yielded information necessary for a preliminary engineering (PE) project request.

Use of PE funds for completion of the Environmental Impact Statement (EIS) was approved by the regional Metropolitan Service District on April 26, 1979. Sources of funding for this PE/EIS work were intended to be \$240,000 in Mt. Hood 103(e)(4) funds. The work was delayed for several reasons, including:

- o negative reactions from the Far Southwest neighborhoods about the closure of Front Avenue,
- o disagreement between the State and the City as to what PE work needed to be done and who would do it,
- o concern for the effect of the project on the proposed ramp metering that ODOT intends to implement, and
- o need to provide alternative access to the regional system for Far Southwest residents.

Further, at present, no capital funding has been identified for this project. Initial project costs have inflated, exceeding the \$8.6 million original estimate. At the same time, inflation affecting higher priority projects has eliminated most of the reserve funding available for the project.

APPROACH

Because of these issues, City staff recommends a revised approach to the transportation/land use problems and opportunities in South Portland and other Southwest neighborhoods.

Undertake Barbur-Terwilliger Project

This project, already included in the City's I-505 program, would replace an existing structurally inadequate bridge and could result in revision of a freeway interchange which has substandard ramps, forcing circuitous movement on residential streets. Several alternatives in the current Terwilliger-Barbur Boulevard project provide SW neighborhoods access to the Ross Island Bridge, Lloyd Center and the regional traffic system without using Front Avenue.

By providing the alternate means of regional access which Front Avenue now provides, Barbur-Terwilliger could allow the removal of Front Ave. when funding is available. The South Portland study recommends an upgrading of Barbur Boulevard and the closing of Front Avenue at its Barbur Boulevard connection. This would allow uniform regional access to downtown without cutting through the South Portland Community.

I-405 Ramp Improvements

The South Portland Study recommends a frontage road on the south side of I-405. This work should be considered as part of any state I-405 ramp improvements, including a potential ramp metering project. ODOT supports these changes as they would improve freeway operations and safety.

Ross Island Bridge Ramps

The arterial system at the west end of the bridge should be consolidated to eliminate the confusion and hazard on some of the existing bridge connections. This requires a signalized intersection on the ramp approaches and removes the south portion of the ramp system.

Front Avenue North of I-405

This project would combine three different roadways and their function into one facility, a four-lane boulevard. The roadways are:

- 1) a northbound ramp serving Front Avenue and Clay Street
- 2) a pair of ramps joining Market and Clay Streets to I-5 and,
- 3) Harbor Way.

The Portland Development Commission has included this project on part of the South Downtown Waterfront Urban Renewal Plan (Phase II). At the present time, the possibility of alternative funding is being explored.

Pedestrian Access

The pedestrian network in South Portland should be improved after or concurrently with street system modifications. Pedestrian access needs identified in the plan require pedestrian overpasses at five critical points within the study area.

RECOMMENDATION

It is recommended that the South Portland Circulation Project be deferred until capital funding can be identified and until the issues discussed above can be resolved. Work on individual elements of the South Portland project should be considered in conjunction with other projects. The following action is proposed:

- 1) undertake the Barbur-Terwilliger PE work.

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Page 4

- 2) work with ODOT to include I-405 road link additions with that agency's ramp improvements.
- 3) proceed with consolidation of the Ross Island Bridge ramp system and,
- 4) undertake minor projects to improve pedestrian, vehicular and transit circulation.

Item 3 and 4 above will not be undertaken in the near future, as no funding is currently available. A long term objective should be to remove Front Avenue in the future, after capital improvements which meet regional trip needs are completed. This will allow the redevelopment of 17 acres of housing, reconnecting the fragments of a neighborhood while meeting the City's housing objectives.

DB:SD:DV:db

cc: Larry Dully, PDC
Bob Bothman, ODOT

DEB

File
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URB10-18.3

7 April 1980

MEMORANDUM

TO: Mayor McCready
Commissioner Lindberg

FROM: Don Bergstrom, Traffic Engineering *RCJ*
Steve Dotterer, Chief Transportation Planner
David Vargas, Chief, Bureau of Street & Structural Engineering

RE: South Portland Circulation Study

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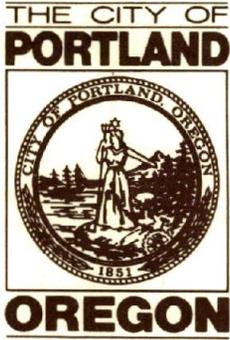
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DB:SD:DV:db

cc: Larry Dunny, PDC
Bob Bothman, ODOT

URB 10-183



19 June 1979

MEMORANDUM

TO: Jerry Baker, Traffic Engineering

FROM: Laurel Wentworth, Transportation *LW*

SUBJECT: Citizen Concerns in Southwest

At a meeting held by SWNI June 4, 1979 to discuss the South Portland Circulation Study several peripheral problems were mentioned to the Mayor (speaker at the meeting) that are deserving of our attention. They are as follows:

- 1) Mr. Grier Ingebretsen, 8418 SW 3rd Ave. 244-6786 (home) or 221-6922 (work) noted that traffic is cutting through the residential neighborhood using S.W. 3rd and 4th over to Carson to access Terwilliger or Taylors Ferry Rds. and avoid the signalized intersection at Taylors Ferry and Terwilliger. He would like to know if that through traffic can be stopped by limiting access to the residential neighborhood to SW Carson, or 2nd, 3rd or 4th. *TK # 8372*
- 2) Ms. Gretchen Farrier, 245-5917 (after 4 pm) has viewed the dangerous intersectional problem at SW Chestnut between 7th and 8th. Her concern is that vehicles are allowed to park at the edge of the intersection blocking sight distance. Perhaps a restriction on parking right at the approach is appropriate. *TK # 8373*

Thanks very much for handling these inquiries for us.

LW:db

NEIL GOLDSCHMIDT
MAYOR

OFFICE OF
PLANNING AND DEVELOPMENT

MIKE LINDBERG
ADMINISTRATOR

BUREAU OF
PLANNING

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T.R. 8373