

from the office of

NEIL GOLDSCHMIDT, MAYOR

Room 303, City Hall

Portland, Oregon 97204

Date July 8, 1977 *UAB 3-11*

To: 1. M. J. Martini, Traffic Eng.

2. _____

3. _____

Check:

<input type="checkbox"/> Answer	<input type="checkbox"/> Investigate and Report	<input type="checkbox"/> Note and Comment
<input type="checkbox"/> Answer for Mayor's Signature	<input type="checkbox"/> Prepare Ordinance	<input type="checkbox"/> Note and Confer
<input type="checkbox"/> Approval Requested	<input type="checkbox"/> Proc.—Resolution	<input type="checkbox"/> Note and File
<input type="checkbox"/> For Your Information	<input type="checkbox"/> Necessary Action	<input type="checkbox"/> Note and Return

Comments: Please put this woman on the list to be notified

of Council hearing on 39th & Wisteria diverter.

Thank you very much.

Pam

Pam Maffitt

PAM:cfm

Attachments

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JUL 12 1977
BUREAU OF
TRAFFIC ENGINEERING

THE CITY OF
PORTLAND



OREGON

OFFICE OF
THE MAYOR

NEIL GOLDSCHMIDT
MAYOR

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

July 8, 1977

Maybelle W. Warren
5935 N. E. 50th Avenue
Portland, OR 97218

Dear Ms. Warren:

The traffic diverter at N. E. 39th and Wisteria has provoked considerable controversy. It was originally installed at the request of the neighbors in the area. The first design which was tested was found unsatisfactory. A petition carrying over 200 signatures objecting to the diverter was received by the City Council. The Bureau of Traffic Engineering agreed that the design was too confusing to motorists using the intersection.

The diverter was then redesigned and a second one was installed during the week of June 20. A public hearing by the City Council to determine whether the diverter should be made permanent is planned for mid-August. I have asked the Bureau of Traffic Engineering to notify you of the time, date, and location so that you can come and express your opinions.

I hope this information has been helpful. Thank you for taking the time to write to my office. If you have any further questions, please call M. J. Martini in Traffic Engineering (248-4295) or my office.

Sincerely,

Neil Goldschmidt

NG:pac

cc: M. J. Martini, Traffic Engineering

R. Rocky

June 24, 1977

Mayor Neil Goldschmidt
City of Portland
City Hall
1220 S. W. Fifth Avenue
Portland, Oregon 97204

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MAYOR'S OFFICE

Dear Mayor Goldschmidt:

Of great concern to me is the activity that has been taking place at the intersection of Wisteria, 39th and 41st Avenues. At first we were confronted with guard rails channeling cars through a maze. Then barrels (plastic) were placed all over the street allowing room for only subcompact cars comfortably. And now we have cement barriers making it very awkward to drive up 38th Avenue. In the morning I will note the difficulty negotiating the turn down Wisteria to 37th Avenue.

I can't understand the necessity of blocking our city streets. They should belong to the people. I have been driving to work for thirty-five years and have lived in the northwest section of town for fifty years and a situation like this is disgusting.

Why don't you try the intersection yourself and see what a wonderful improvement we have.

If that is what tax payers' money is being used for, I think every city measure that comes up should be voted down.

Sincerely,

Maybelle W. Warren

Maybelle W. Warren
5935 N. E. 50 Avenue
Portland, Oregon 97218

P.S. And I'm one that didn't break any of those barrels.

cc: To the Editor
Oregonian

Call Dick Speer 4295

4RB3-11

Majors
Kane

April 18, 1977

Don Bergstrom
City Traffic Engineer
420 SW Main
Portland, Oregon

RE: 39th & Wistaria
Traffic diverter

Dear Mr. Bergstrom:

As you know, over a year of planning and neighborhood effort has been expended to date bringing the subject diverter to its temporary testing status. I've been fairly active in this neighborhood effort during this time and support the diverter despite the fact that it does not directly affect me as can be deduced by my address.

This letter is intended to share with you my own observations of the project, amid the flurry of petitions and resolutions concerning the temporary barrier, in support of your efforts. While neither the temporary barriers nor the decisions and processes executed by your department have been without fault both have sufficient merit to warrant permanent installation of a diverter. This diverter then, should be permanent because:

1. It does solve traffic problems identified by that neighborhood group including:
 - a) slowing traffic on 39th between Wistaria and Knott.
 - b) slowing traffic on Wistaria west of 41st.
 - c) facilitating the northbound 39th ave. traffic accessing 41st/Wistaria due to better vision clearance inherent in the diverter design.
 - d) facilitating pedestrian crossing through slowing traffic and reducing curb to curb asphalt distances.
 - e) accomplishing the above benefits without any negative effects. Wistaria/41st east of 39th has been a designated arterial for years and the resulting slight increase in traffic is imperceptible.
2. The diverter has the support of the people affected despite the fact that the questionnaire designed by your office was, through citizen distribution, not distributed to many people most directly affected. (i.e. people west of 41st on Wistaria did not receive a questionnaire). I do not know whether it was an intentional exclusion of Wistaria residents to these questionnaires by the citizens distributing them or whether their omission was the result of poor organization or communication among the distributors. Either way the people most affected were excluded yet 2/3 of your responses favored the diverter. This documented neighborhood support should not be discounted just because petitions opposing the temporary character of the diverter are received by the City.

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page 2
Mr. Don Bergstrom
April 18, 1977

3. The diverter supports the City's arterial streets plan by helping force this through traffic back onto the arterials. Objections to such a diverter by people living on designated arterials should be discounted by the City since this through traffic is the intended purpose of an arterial.

A traffic diverter, such as this, would certainly be deemed by the City attorney as a quasi-judicial matter, as opposed to a legislative action, requiring its final decision to be based on a finding of fact based on testimony, reports, and a record of a hearing. It is difficult to imagine, then, not making a decision in favor of a permanent diverter in light of the facts and record established to date.

I would certainly expect a public hearing by the City Council to review the facts and record in the event your department is prone to make a negative decision regarding establishment of a permanent diverter. The City has been petitioned for a quasi-judicial action, through citizen initiated petitions, and the City should follow the recent court mandated procedures to insure a legally sustainable decision.

Sincerely yours,



Nick Steffanoff

283-5651

cc: Neil Goldschmidt
Jeff White

NS:jmb

THE CITY OF
PORTLAND



OREGON

OFFICE OF
THE MAYOR

NEIL GOLDSCHMIDT
MAYOR

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

May 6, 1977

Nick Vidan
Vidan & Sons Construction, Inc.
5930 N. E. 42nd
Portland, OR 97218

Dear Mr. Vidan:

I have received your letter about the traffic diverter at 39th and Wisteria, and have looked at it myself. I can understand why it's controversial. Many people have called and written my office, some for it, and some against.

There are two primary issues involved here: one is whether local residents should have control over neighborhood streets, and the other is whether the solution proposed by the Bureau of Traffic Engineering is the most workable. Residents close to this intersection identified a problem of too much traffic using what are supposed to be neighborhood streets, and requested a diverter. Two forms have been tried already, with differing levels of success and popularity; another form has been suggested by the neighbors, and perhaps will be tried in the future.

In any case, all of these are experiments in ways to solve the perceived problem of too much traffic moving too quickly. They are, therefore, temporary. Before a final decision is made about whether to install a diverter, and if so what kind, a hearing will be held before the City Council. I hope you will attend and share your views.

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Page Two

In the meantime, I have routed a copy of your letter to Don Bergstrom, head of the Bureau of Traffic Engineering, so that he can consider your comments when he is evaluating the results of the experiment.

Sincerely,



Neil Goldschmidt

NG:mwc

cc: Don Bergstrom w/a ✓

Vidan & Sons

Construction Inc.

5930 N.E. 42nd
Portland, Oregon 97218

284-8533

☐ Estimate

☐ Statement

April 21, 1977

Mayor Neil Goldschmidt
Commissioner Frank Ivancie
Commissioner Mildred Schwab
Commissioner Connie McCready
Commissioner Charles Jordan

R Raelly
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MAYOR'S OFFICE

City Hall
1220 SW Fifth Avenue
Portland, Oregon 97204

Ladies and Gentlemen:

I have spent my life to date in Portland, have been in business for many years, and have seen many ludicrous things going on in our fair city, but the most recent absurdity now going on, under the authority of our city fathers, is beyond belief.

I am referring to the mass confusion now existing at NE 39th Avenue and Wisteria Drive, where your traffic engineers have painted arrows, placed barrel barricades, erected stop sign which does not point to anything, etc., etc., and have succeeded in creating such chaos that motorists come to this intersection and suddenly do not know where to go. The barricades are knocked over constantly (looks like an over-sized bowling alley) by passing drivers, because they do not know which way to turn and invariably hit a barrel in trying to proceed.

I observed a very near-miss auto accident which could have been extremely serious, because the man came to the intersection and could not figure out where to go and oncoming cars were having the same trouble. Only the experience and quick thinking of the drivers prevented a catastrophe.

I have traveled this particular area for years and years, have never seen an accident there, have never seen a bottleneck caused by traffic, have never been puzzled as to which way to proceed down NE 39th Avenue - until now.

I respectfully suggest that someone with some authority and experience review this situation and for openers, REMOVE the barricades (barrels) which are costly and a critical threat when they are hit and start rolling.

Sincerely,
Nick Vidan

Nick Vidan

NV:r

URB 3-11

January 17, 1980

MEMORANDUM

TO: Steve Dotterrer
Bureau of Planning

FROM: Don Bergstrom

On January 31, we have been asked by Rick Gustafson, as part of the Irvington Neighborhood Association, to attend a meeting at his house to discuss the problem of the diverter at 16th and Tillamook.

The purpose of the meeting, as I understand it, is to discuss alternatives or improvements to the present diverter system.

In addition to people that live on 16th, people from 15th, 21st and 24th will also be there.

As part of this meeting, I'm sure we'll get into a discussion of what does the Arterial Streets Plan say and this gets to the problem I discussed with you the other day in that the Arterial Streets Policy does not give direction in terms of arterial designation; instead, on Page 89 it recognizes that this northeast section lacks a clear arterial street system and suggests that plans should be developed.

I think it would be helpful if you would attend the meeting on the 31st

DEB:jjp