

0000 1972 counts  
0000 1975 counts  
0000 1979 counts



December 20, 1979

MEMO TO THE FILE

FROM: M. J. Martini  
TO: D.E. Bergstrom  
SUBJECT: Mt. Tabor N.A. Meeting, 1/9/79  
52nd - Lincoln to Hawthorne  
Thorburn - 63rd to 69th (Gilham)

Mt. Tabor N.A. is bounded by 49th/50th, Burnside, 76th & Division.

52nd Ave: We have not been contacted by the N.A. about 52nd. We did have one phone request from a resident on this 1400 foot section of 52nd between Lincoln and Hawthorne concerning thru traffic and speeding. We indicated the only positive way to eliminate the thru traffic was by dead-ending the street in the middle. Diverter procedure was explained to him.

Streeter-Amet speed checks taken midway in this section (12/12/79) indicated 1,081 vehicles, 645 northbound and 436 southbound. We also counted the paralleling neighboring streets (12/10/79), 51st thru 59th and got the following: 484 on 51st, 659 on 54th, 429 on 55th, 268 on 56th, 201 on 57th, 262 on 58th and 279 on 59th.

52nd had a 40-60 split in traffic with the northbound exceeding southbound all hours of the day. The 85 percentile speed was between 31 and 35 MPH for both directions. 77% of the vehicles exceed 25 MPH. This street is 36 feet in width with light parking and it does not appear unreasonable to drive it at 30 MPH.

The traffic undoubtedly is using this street as a continuation on north from Lincoln to as far north as Burnside. If this block was dead-ended, there would probably be some transfer of traffic to 51st and 54th, both being nice wide streets (36').

Thorburn, 63rd to 69th:

Our records indicate there was a meeting September 28, 1976 at Mt. Tabor School to discuss with residents on Thorburn St., pedestrian safety problems. Approximately 30 residents attended this meeting which was chaired by Glen Pierce. Jerry Baker from T.E.B. attended. Three proposals were outlined 1) 6' wide bikeway/pedestrian way on north side, 2) Install guard rail on north side and 3) full bore improvement. The majority favored the bore minimum proposal.

3) Full bore improvement(cont'd)

Pierce indicated he would check to see if it could be done with maintenance funds. If not, he would try to get budget approval. To date, nothing has been done. Attached is correspondence relative to this meeting.

Existing speed on Thorburn is 30 MPH. SSCB reinvestigation in July, 1978 indicated an 85% speed of 34.5 MPH and the board retained the existing speed, 24-hr count (9-22-75) on Stark, east of 60th was 8,768. A 24-hr count (6-3-76) on Thorburn was 7,984. A review of accidents reported between 63rd & 69th does not show any pedestrian accidents from 1-1-73 to 7-1-79 (6½ years). During the 4½ year period (1973-6 mos'77) there was a total of 29 accidents of which 15 were fixed objects; 4 head-on; 5 rear end; 3 turning; 1 angle; and 1 side swipe-meeting.

WES:mc



STP  
~~DEB~~ ~~W~~ *Martins* *Please gather into By 12/20*

From: BUREAU OF TRAFFIC ENGINEERING  
420 S.W. Main St.-Portland, Or. 97204

DATE 12/5/79

To: Dick Speer

\_\_\_\_\_  
\_\_\_\_\_  
FOR YOUR ATTENTION & REPLY  
FOR YOUR INFORMATION

\_\_\_\_\_  
\_\_\_\_\_  
PLEASE INVESTIGATE & REPORT  
PLEASE ANSWER OR ARRANGE

Note: I had a call from Bob Webb, who said he was from the Mt. Tabor Neighborhood Association, which is bounded by 39th, Burnside, 82nd and Division, inviting me to a night meeting, 7:30 p.m. January 9 at the Mt. Tabor School. I guess the president of the Association is Bill Allen and there is a Jane Spencer who is the secretary.

They want to talk about general neighborhood problems. I agreed to go. There were a couple that were specifically mentioned and I need some background information on this so would you have Operations dig it out for me:

1. 52nd Avenue. Apparently the concern here is there are about 5 blocks on 52nd, I guess they must be talking about the section from Lincoln to Hawthorne, where due to the lack of intersecting streets, there apparently is a speeding problem and they are thinking about dead-ending the street right in the middle so that you drive in a drive back out again. Looking at the map, 54th, 55th, in fact a whole series of streets between 50th and 60th seem to be the same way. I guess I don't know why they're not having the same problem on those. It could be traffic that's continuing north on 52nd from the south that's causing the problem. I don't know. In any event, I would like to have background information on that.
2. The next problem dealt with Thorburn and here they were talking about basically the same problem that we looked into a year or two ago - lack of sidewalks, heavy traffic and so forth, to the point where apparently they're willing to consider now a donation of property or deeding of property to the City so that sidewalks could be provided.

I would also like to know if we have been contacted by this N.A. previously on these same things. I don't plan on being in the office during the week of Xmas

69

over



week so I'd like to see this by December 20.

Thanks.

DEB:jjp



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

STR "T"  
Thorburn

September 30, 1976

From

Glen Pierce, Program Management

To

Bureau Chief

Addressed to

John Lang

Subject

SE Thorburn Street

Last night I held a meeting with residents of SE Thorburn Street to discuss different proposals for improving a pedestrian safety problem along Thorburn. Al Woods of Maintenance and Jerry Baker of Traffic Engineering were in attendance. Approximately 30 residents of Thorburn were also in attendance.

I outlined the three basic proposals for improvement, namely:

1. Provide a 6' wide paved pedestrian bikeway on the north side of the street by paving the existing shoulder and selectively adding paving on the opposite side of the street and restripping the pavement for traffic movement along the area. Automobile and pedestrian/bicycle traffic would be separated by means of a painted line and traffic dots.
2. Install a guard rail to separate auto and pedestrian/bicycle traffic on the north side of the street.
3. A full improvement including curbs, two travel lanes, a parking lane, a sidewalk, and storm drainage.

I stated that the second option of installing guard rail was not being seriously considered because of the hazard that the guardrail would present to vehicular traffic. Therefore, the discussion that followed centered on the first and third options. I prefaced the discussion by indicating that the City does not have funds budgeted this fiscal year for any improvement on Thorburn. I indicated that what we were attempting to do was identify the needs on Thorburn so that a project proposal could be fed into the Capital Improvement Programming process.

There was a consensus of opinion that the pedestrian problem is serious and needs a solution. At the same time, there was strong negative reaction to any improvement that would eliminate some of the existing parking on the shoulder areas. A vast majority of those present indicated a preference for a minimum improvement such as Proposal 1. In fact, the residents didn't feel it necessary to pave a 6' wide area the entire north side of the street. Instead, they suggested a bare minimum improvement consisting of work at three critical bottleneck areas where the pedestrians are forced to walk on the travel lanes. In these areas, they suggested that the pavement be widened slightly on the south side to provide a minimum walking area for pedestrians on the north. They would be content with a gravel walking area.

SEP 30 1976

BUREAU OF  
TRAFFIC ENGINEERING



John Lang  
September 30, 1976  
Page 2

Only a few of those present expressed a preference for a full improvement. The majority felt that a full improvement would tend to increase traffic volumes and speed on Thorburn which is undesirable from their viewpoint.

At the conclusion of the meeting, I suggested that we would take a look at the bare minimum improvement to see if this looks feasible as a maintenance type of project. If it is and if funds are not available in this year's budget to accomplish the work, we would attempt to gain budget approval for such work next fiscal year. If a bare minimum improvement does not appear to be appropriate, then we will feed a project similar to Proposal 1 into the Capital Improvement Programming process for next year.

Finally, a number of other issues were raised at the meeting which deal with Traffic Engineering matters. These consisted of:

1. The need for signing on Thorburn which warns of pedestrians and also warns of the curved alignment of the roadway.
2. A reduction in the posted speed limit was requested.
3. Signing prohibiting truck traffic except local deliveries was requested.
4. It was requested that signing be installed at Gilham and Thorburn and also that signing be changed on 82nd Avenue in order to direct through traffic toward Burnside Street rather than Thorburn.

Jerry Baker responded to these issues at the meeting; however, he may want to examine these issues in a little more detail.

GRP:kp

cc: Al Woods, Maintenance  
Jerry Baker, Traffic



STR "T."



X September 20, 1976

**OREGON**

DEPARTMENT OF  
PUBLIC WORKS  
CONNIE McCREADY  
COMMISSIONER

OFFICE OF  
PUBLIC WORKS  
ADMINISTRATOR

400 S.W. SIXTH AVE.  
PORTLAND, OR. 97204

**SENT TO 31 RESIDENCES, W/O ATTACHMENT**

j  
During past months this office has been made aware of a potential pedestrian safety problem along SE Thorburn Street. As a result, the City bureaus of Street and Structural Engineering, Traffic Engineering, and Maintenance have jointly considered types of improvements that could be made to SE Thorburn Street. Several different proposals have been identified as considerations for solution.

We would like to meet with the residents abutting SE Thorburn Street to discuss these proposals and any other solutions yet unconsidered. We have arranged a meeting for this purpose.

The meeting will take place at 7:00 p.m. on Tuesday, September 28 in the Cafetorium of Mt. Tabor School. Mt. Tabor School is located at 5800 SE Ash. I hope you will be able to attend.

Sincerely,

**GRP**

GLEN R. PIERCE, ASSOCIATE CIVIL ENGINEER  
Bureau of Street and Structural Engineering

GRP:lmc

cc: John Lang, Street & Structural Engineering  
Don Bergstrom, Traffic Engineering  
Dick Schmidt, Maintenance

REPEAT CODE

✓  
**RECEIVED**

SEP 20 1976

BUREAU OF  
TRAFFIC ENGINEERING

12

STR "T"

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

FILE

July 22, 1976

From John M. Lang, Bureau Chief  
To Public Works Administrator  
Addressed to Mike Lindberg  
Subject Improvement of S.E. Thorburn Street

During the past few weeks, the Bureau of Street and Structural Engineering, Bureau of Traffic Engineering, and Bureau of Maintenance has jointly considered types of improvements that could be made to S.E. Thorburn Street. This has been done in response to a request by a resident, Mr. Ed Huey, to the Mayor's Office requesting some improvement to provide adequate pedestrian protection along the north side of the street between 62nd and 69th Avenue.

Three basic proposals have been identified as considerations for solution. They briefly are as follows:

- 1) Provide a six foot wide paved pedestrian/bikeway on the north side of the street by paving the existing shoulder area and selectively adding paving on the opposite side of the street and restriping the pavement for traffic movement along the area. Automobile traffic would be separated from pedestrian and bicycle traffic by means of a painted line and traffic dots. Estimated cost of providing these improvements is a maximum of \$19,000.
- 2) Install a guardrail to separate auto and pedestrian/bicycle traffic on the north side of the street. This alternate is not being seriously considered due to the numerous driveways requiring access through the guardrail and thus requiring several breaks in the guardrail leaving end sections exposed and creating hazards to vehicular traffic. In addition, there are locations along the street where insufficient room would remain behind the guardrail for pedestrians to walk without encroaching into a steep slope of a fill area.
- 3) A full improvement including curbs and sidewalks with a storm sewer. Such an improvement is estimated to have a maximum cost of \$222,000.

Handwritten signatures and initials at the bottom left of the page.

RECEIVED

JUL 26 1976

RECEIVED



Memo to Mike Lindberg  
July 22, 1976  
Page Two

It is suggested that you authorize the Bureau of Street and Structural Engineering to have a neighborhood meeting with the residents along the street and to determine with them which may be the most agreeable solution of those listed above or if maybe another solution yet unconsidered.

Financing of any improvement at this point may not be of as great of a concern as in the past due to the street being eligible for utilization of Mt. Hood transfer funds to pay for 78% of any improvement cost.

~~With your permission, I will contact Mr. Huey and see if the neighborhood meeting cannot be established with the area either in the last week of July or the third week of August.~~

JML:jmb

cc: Glen Pierce  
Don Bergstrom  
Les Davis

Comments

August 11, 1976



DEPARTMENT OF  
PUBLIC WORKS

CONNIE MCCREADY  
COMMISSIONER

OFFICE OF  
PUBLIC WORKS  
ADMINISTRATOR

400 S.W. SIXTH AVE.  
PORTLAND, OR. 97204

MEMORANDUM

TO: JOHN LANG

FROM: MIKE LINDBERG MDL

SUBJECT: Improvement of S.E. Thorburn Street

This is in response to your suggestion that a neighborhood meeting be held in August regarding the street and traffic problems on S.E. Thorburn. I agree that this should be done and the alternates in your attached memo (entire file attached) should be reviewed.

I am concerned about making any kind of commitment to the neighborhood. Whatever is agreed to by the neighborhood and your Bureau can be presented to the City Council with funding from Mt. Hood transfer or in the regular CIP for 1977-78. It should be made clear to the neighbors that the project will compete against other projects for funding.

ML:j

Attachments

cc: Cowles Mallory  
Les Davis  
Dick Schmidt

RECEIVED

AUG 11 1976

BUREAU OF STREET AND  
STRUCTURAL ENGINEERING



# LIST OF PROJECTS OF INTEREST OR AFFECT TO MT TABOR

- 1) I-205 - Fall 82 Full Completion - Late Spring or Summer 80 Frwy paved to Powell Ramps to Division could be opened. Political Decision
- A) Stark/Wash (Full Interchange)
  - B) Burnside (No Connection)
  - C) Division (No Connection West of I205 / Full Connection To/From East)

2) Powell Blvd - Phase II 50<sup>th</sup> - 92<sup>nd</sup> Completed 1982?

3) 39<sup>th</sup> Corer

- Sue Hollenbeck 239-4176
- (A) <sup>New</sup> Left Turns @ Holgate, Division, Hawthorne
  - (B) Left Turns @ Stark. Did let this spring
  - (C) Existing left Turns @ Burnside, Steele, Woodstock, Powell
- 39<sup>th</sup> Project  
New street lights (sodium)  
hump Removal  
Signals (Left-Turn)

4) Division Corer - Just underway

- Proposes to (1) Divert Thru Traffic to Powell, I205/Banfield  
(2) Reduce Traffic on Lincoln/Harrison. & Clinton

No definite proposals at this time

5) 82<sup>nd</sup> Ave Corer - Study proposes to enhance the overall image, safety, access and traffic movement

Between Wash/Stark and Powell The opening of I205 will reduce traffic on 82<sup>nd</sup> by 1/2 at opening, by yr 2000 down 1/3 over present

Methodology - present households  
person household  
vacancy rate single  
2% 3%  
person 2.8 1.6

I will get you  
a copy of "The Second  
Round Regional Growth  
Allocation" and the "Draft  
Interim Population & Employment  
Forecast - Year 2000" when  
they become available.

M. D.

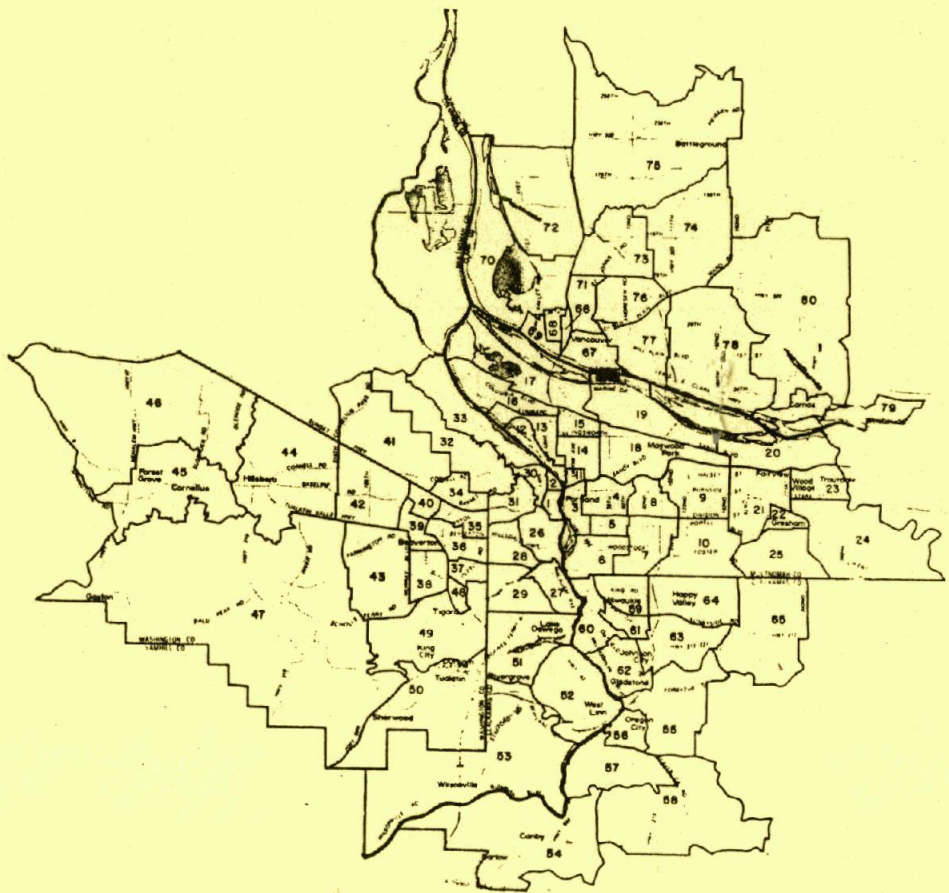


# Metropolitan Service District

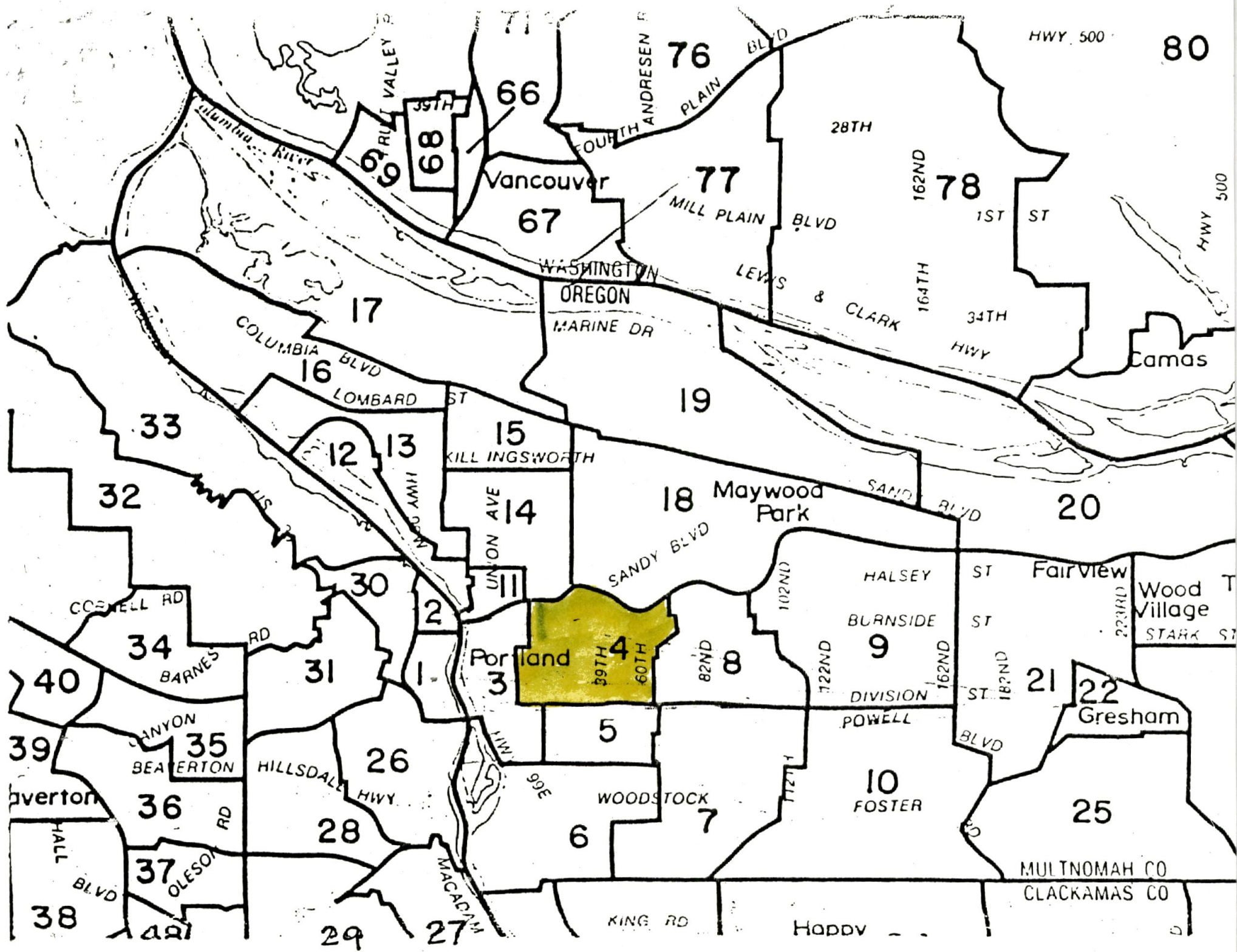
**DRAFT**

(Round Two)

**80 DISTRICT REGIONAL  
GROWTH ALLOCATION**



**A BASE CASE SCENARIO  
DECEMBER, 1978**





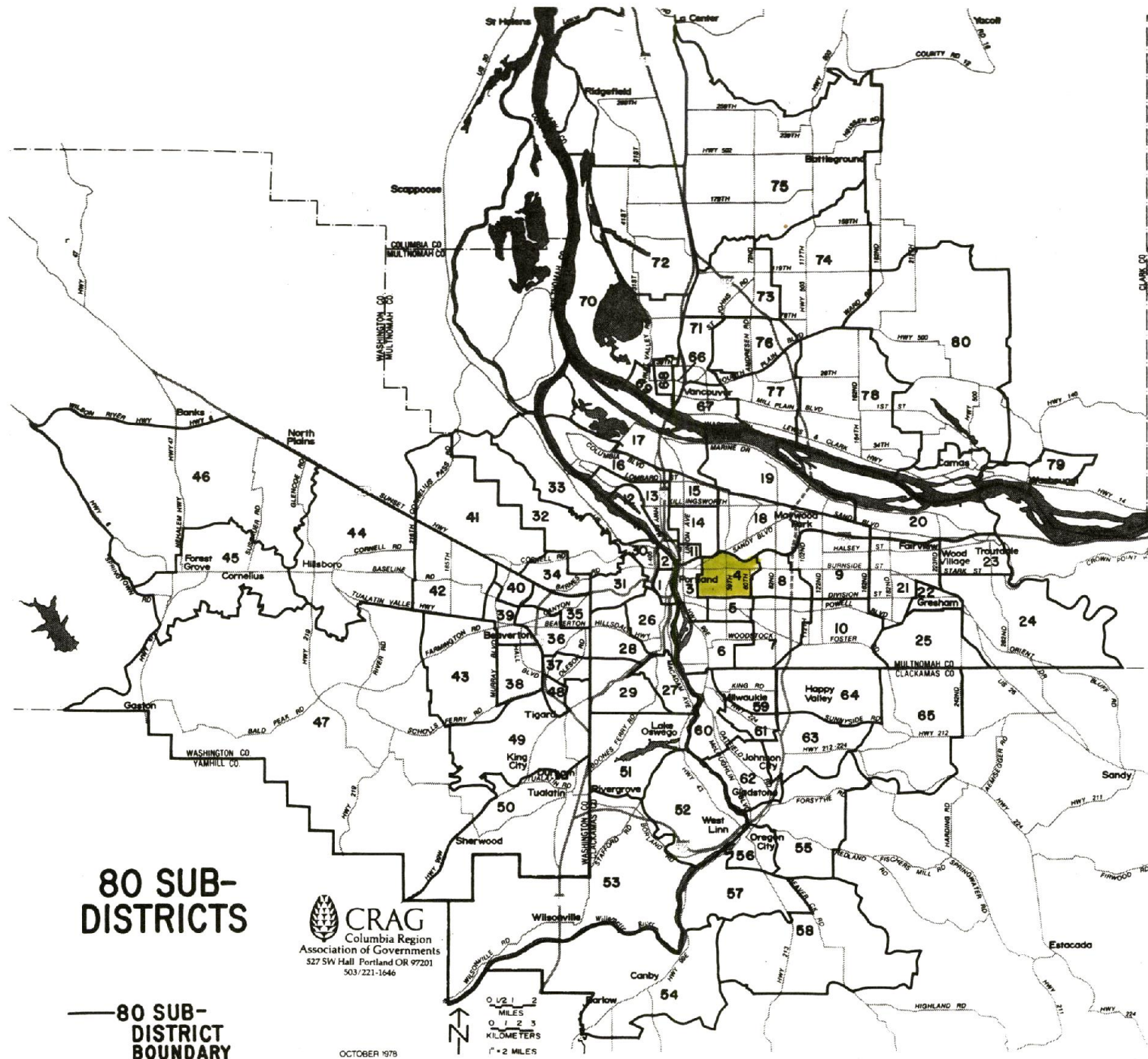
**POPULATION/HOUSEHOLD ALLOCATION TO 80 DISTRICTS  
1977-2000**

DISTRICT/ COUNTY	POPULATION		SINGLE FAMILY HOUSEHOLDS		MULTI-FAMILY HOUSEHOLDS		ALL HOUSEHOLDS	
	1977-2000	2000	1977-2000	2000	1977-2000	2000	1977-2000	2000
1	2355	8697	-81	43	531	4793	450	4836
2	488	2003	-19	8	114	934	95	942
3	2119	13533	-583	1580	1607	5237	1024	6817
4	1140	42169	-1434	8932	1269	9128	-165	18060
5	62	17031	-484	4000	604	3240	120	7240
6	1611	31949	-1118	8054	1554	4823	436	12877
7	1270	42579	-1525	11820	2400	4686	875	16506
8	160	23177	-778	5922	1030	2801	252	8723
9	1604	45975	544	12348	2011	6003	2555	18351
10	6639	29129	1997	7938	1516	3402	3513	11340
11	1037	4829	-88	396	274	2172	186	2568
12	23	283	0	31	0	111	0	142
13	1541	22423	-1088	5653	994	2601	94	8254
14	-1228	32757	-1566	8196	1629	5344	63	13540
15	-685	16093	-876	4572	787	1514	89	6086
16	-1776	26131	-1297	6793	1445	3956	148	10649
17	1019	3904	-201	721	803	1119	522	1840
18	6854	66069	423	19285	1480	5919	1903	25204
19	2603	4309	374	989	832	893	1206	1882
20	5844	7305	1190	1745	1289	1406	2479	3151
21	4322	36663	2284	10185	1083	4394	3367	14579
22	1621	6806	488	1858	257	682	745	2540
23	7000	11159	2195	3338	300	556	2495	3894
24	6690	21761	2108	6356	687	2064	2795	8420
25	10674	17413	3486	5399	500	1150	3986	6549
26	3207	16289	220	3795	676	2764	896	6559
27	1804	9076	265	2431	242	405	507	2836
28	3294	20339	881	5609	545	2323	1426	7932
29	4899	18466	1420	5278	461	2024	1381	7302
30	5451	21975	6	1295	486	10329	492	11624
31	1356	8370	246	2486	106	729	352	3215
32	3868	5916	1345	2018	76	86	1421	2104
33	2024	3050	264	615	740	779	1004	1394
MULTNOMAH	88890	637627	8517	159689	28227	98267	36844	257956
34	3909	10151	1466	2781	213	1332	1679	4113
35	213	11374	226	3197	254	1346	480	4543
36	1621	14524	548	3275	662	2964	1210	6239
37	1830	8845	586	2499	221	1030	807	3529
38	7008	17816	2505	5226	648	1688	3153	6914
39	4495	12709	85	1902	2295	4225	2380	6127
40	-338	10201	226	3144	303	726	529	3870
41	13491	27448	4655	8382	710	2104	5365	10486
42	4420	14395	1059	4090	662	1571	1721	5661
43	15583	32727	4987	10174	923	1835	5910	12209
44	19005	42402	5857	12712	1608	3471	7465	16183
45	3349	15419	858	4013	586	1660	1444	5673
46	2506	8334	886	2570	178	590	1064	3160
47	2541	11635	986	3800	121	191	1107	3991
48	766	4104	201	883	213	958	414	1841
49	18114	39279	5532	11758	869	3320	6401	15078
50	9956	17513	2896	5226	1074	1556	3970	6782
WASHINGTON	108469	298876	33559	85832	11540	30567	45099	116399
51	8581	33638	3278	10447	827	2234	4055	12681
52	9130	22171	3004	6864	-574	1104	3578	7968
53	8128	13296	2425	4064	493	650	2918	4714
54	5204	13919	1700	4404	196	746	1896	5150
55	2829	8477	1000	2642	363	543	1363	3195
56	-588	9794	0	2671	0	1177	0	3848
57	10966	17031	3279	5274	650	1008	3929	6282
58	280	4869	128	1608	131	154	259	1762
59	1653	23339	586	6731	1109	2450	1695	9181
60	3352	20025	625	4833	1028	3636	1653	8469
61	1656	4997	362	1262	611	811	973	2073
62	4924	26524	1372	7719	979	2456	2351	10175
63	6336	15423	1478	4127	1857	2197	3335	6324
64	3720	9753	1270	3132	173	465	1643	3597
65	1833	7944	713	2603	279	295	992	2898
CLACKAMAS	68004	231200	21170	68381	9470	19926	30640	88307
66	840	4475	4	1002	81	930	85	1932
67	2171	11308	121	2159	755	2455	876	4614
68	1549	8025	27	2066	229	1726	256	3792
69	1411	3726	19	495	632	1349	651	1844
70	3495	15554	957	4337	966	1782	1923	6119
71	3803	14867	984	4156	433	1744	1417	5900
72	9217	19857	3073	6491	367	766	3437	7257
73	11159	19336	3718	6322	615	749	4333	7071
74	2921	11594	959	3750	423	525	1382	4275
75	3589	13485	1127	4255	361	616	1488	4871
76	13853	25798	4217	7737	1624	2223	5841	9960
77	7568	30115	8289	8280	2055	3721	4478	12001
78	22218	37134	5820	10558	3577	4209	9327	14767
79	4373	14631	919	4170	942	1595	1861	5765
80	1447	6680	521	2213	161	208	682	2421
CLATSOP	89614	237385	24886	67991	13151	24598	38037	92589
TSA	354976	1405088	88132	381893	62488	173358	150620	555251

**EMPLOYMENT ALLOCATION TO 80 DISTRICTS & VACANT LAND SUMMARY  
1977-2000**

DISTRICT/ COUNTY	ALL EMPLOYMENT		INDUSTRIAL		RETAIL TRADE		VACANT LAND		
	1977-2000	2000	1977-2000	2000	1977-2000	2000	RESIDENTIAL	COMMERCIAL	INDUSTRIAL
1	14637	81656	0	16673	418	7469	0	2.4	0
2	1061	8028	499	3282	34	941	0	0	7.9
3	1917	31125	357	14330	146	5264	4.5	4.5	6.6
4	1293	16552	0	3492	51	2072	1.3	0	0
5	105	3503*	185	830	-19	898	4.2	0	5.3
6	1118	13778	442	7892	55	1161	38.3	3.6	12.7
7	793	8263	72	2055	66	2023	101.7	37.2	2.9
8	762	7760	0	984	17	1629	78.6	3.5	0
9	1252	11588	0	1156	87	3284	235.7	17.6	0
10	1033	4807	131	1749	121	725	328.7	10.5	12.0
11	1311	15899	37	2664	67	3829	1.0	8.7	4.4
12	1293	14208	579	9034	75	1528	0	0	87.0
13	1384	10846	166	1800	13	528	26.1	2.7	31.1
14	574	5890	183	2030	22	739	3.6	0	6.5
15	-244	3713	72	1794	-55	470	21.8	0	14.7
16	919	8582	1476	5062	-104	1271	79.2	1.9	291.6
17	11608	21389	6523	11810	693	2173	231.0	94.2	1264.8
18	3120	15160	146	4424	354	2643	207.1	1.6	55.9
19	5109	13219	3569	7453	125	753	159.5	0	1600.1
20	8943	14996	4462	8370	277	934	598.1	134.0	2136.3
21	3929	11162	1558	3288	341	2027	1425.3	38.5	300.3
22	1657	5317	320	1079	102	515	267.9	68.8	62.8
23	2596	3652	133	256	305	536	1749.9	121.4	16.7
24	3770	6903	829	1074	345	1136	1741.4	155.6	162.5
25	3280	4188	247	409	439	523	1623.7	7.1	48.4
26	4416	19176	242	3384	201	1572	100.9	0.6	19.4
27	715	2105	0	198	76	205	53.8	0	0
28	1270	4466	70	847	144	644	308.6	8.2	7.2
29	1974	5429	0	795	208	657	788.7	2.3	0
30	3969	29232	82	10624	261	3944	2.2	0.2	3.2
31	438	3241	0	644	58	353	160.7	0	0
32	1013	1126	0	51	158	186	567.4	0	0
33	3439	16126	2770	13584	85	457	163.0	0	80.3
MULTNOMAH	90552	423083	25160	143127	5166	53146	11073.9	728.5	6000.4
34	2847	5511	0	295	163	267	940.4	3.4	0
35	399	3564	0	306	47	734	152.1	6.6	0
36	4058	14435	679	3647	440	4329	432.7	116.5	128.9
37	609	1471	9	267	89	379	247.9	7.1	1.0
38	3141	4850	807	1540	409	607	1087.2	1.4	148.0
39	5743	18249	3347	11671	253	1393	50.9	7.2	486.9
40	134	1145	34	410	57	257	104.8	2.7	0.0
41	4056	5754	87	559	560	804	2388.5	39.5	19.3
42	3328	5675	1513	1875	191	416	1539.5	50.6	278.1
43	4824	6526	426	965	641	302	3478.7	16.5	77.9
44	12814	20435	5093	7031	1010	2253	3603.7	87.7	521.4
45	3056	7125	507	1694	201	807	817.3	81.7	177.1
46	943	1730	0	222	114	224	694.4	3.8	0
47	1718	2897	678	1139	125	214	847.8	18.4	282.3
48	1199	7026	79	1966	195	3190	124.6	23.2	21.6
49	8108	18857	1056	5130	1005	2878	2769.5	121.9	267.0
50	10825	14914	6556	8970	470	1048	2716.2	132.9	1742.1
WASHINGTON	67802	140164	20871	47657	5970	20602	21996.2	721.1	4172.9
51	3323	9299	304	1874	449	1640	1625.5	23.6	36.7
52	3039	5538	176	1125	460	645	1745.3	6.8	21.3
53	9267	11887	4824	6490	388	517	1409.8	134.7	1053.4
54	3758	5780	736	1237	581	937	1565.9	6.6	193.0
55	772	1528	124	464	100	265	449.4	0	0
56	1161	6836	0	1045	105	1119	211.9	9.1	0
57	3933	6332	234	425	584	760	1742.6	15.1	32.2
58	318	1075	0	149	13	46	95.0	0	0
59	1039	4930	174	2180	86	668	264.3	8.1	24.5
60	1969	10165	210	3022	191	1529	326.9	7.3	38.4
61	1908	7680	963	4637	140	342	234.5	4.1	149.9
62	3475	6784	578	1357	531	1433	651.2	31.1	97.6
63	7610	13853	3995	6269	487	1277	1439.4	3.7	729.0
64	4097	5324	42	614	2424	2696	2300.4	0	7.7
65	498	1057	0	181	72	245	3582.2	0	0
CLACKAMAS	46167	98068	12360	31069	6618	11674	14420.3	255.2	2427.7
66	1353	5246	0	131	54	973	1.8	1.7	0
67	3054	9985	1277	3335	101	799	60.5	5.0	246.1
68	767	2891	59	1001	69	301	12.3	0.6	11.3
69	1646	9102	239	3777	75	811	9.2	1.2	46.0
70	3698	7008	1659	3255	158	890	535.7	9.8	319.9
71	1741	3804	472	744	162	468	565.5	0	89.8
72	3220	3920	611	760	393	543	2196.9	0	195.1
73	3786	4851	627	936	475	610	1761.8	0	200.5
74	2398	4764	1044	1304	240	506	550.0	5.3	273.1
75	2260	4532	270	575	197	516	1165.9	14.6	86.4
76	6189	8010	268	880	1658	2189	2057.3	80.2	54.4
77	5781	9984	1873	2353	628	1464	1247.8	47.3	217.5
78	9894	11094	3209	3508	1033	1170	6041.1	35.6	690.8
79	2599	7216	843	3883	315	929	753.8	41.3	278.0
80	453	550	0	51	63	83	744.8	0	0
CLARK	48839	92957	12451	26495	5625	12312	17704.4	305.1	2669.5
TSA	253360	754272	70842	248349	23380	100734	65194.8	2009.9	15270.3





OCTOBER 1978



ROUND TWO  
SINGLE FAMILY DWELLING UNIT HOLDING CAPACITY  
OF VACANT LAND

DISTRICT	1977-1984				TOTAL	1985-2000			TOTAL	77-2000
	RESIDENTIAL DU's	STUDY AREA DU's	PUD & OTHER* DU's	RURAL & NATURAL RESOURCE DU's		RESIDENTIAL DU's	STUDY AREA DU's	PUD & OTHER* DU's		
1										
2										
3										
4	4				4					4
5	11				11					11
6	119				119					119
7	336				336					336
8	180		10		190					190
9	586		106		692					692
10	2417			8	2425	112			112	2537
11										
12										
13	67				67					67
14										
15	24				24					24
16	202		16		218					218
17	307				307	28		207	235	542
18	194		349		543					543
19	482				482					482
20	146	821	534	8	1509					1509
21	2878		339		3217					3217
22	690				690					690
23	3895		1075		4970					4970
24	4272		213	36	4521		253		253	4774
25	4030			22	4052	20		829	849	4901

\*Other includes low density residential development requiring one or more acres per dwelling unit.

ROUND TWO  
SINGLE FAMILY DWELLING UNIT HOLDING CAPACITY  
OF VACANT LAND

DISTRICT	1977-1984					1985-2000				77-2000
	RESIDENTIAL DU's	STUDY AREA DU's	PUD & OTHER DU's	RURAL & NATURAL RESOURCE DU's	TOTAL	RESIDENTIAL DU's	STUDY AREA DU's	PUD & OTHER DU's	TOTAL	TOTAL
56	452				452	168			168	620
57	1800			57	1857	3302		45	3347	5204
58	49			246	295	141			141	436
59	743				743					743
60	792				792					792
61	462				462					462
62	1733		10		1743					1743
63	1514		678	2	2194	209			209	2403
64	826	593	530	50	1999	65			65	2064
65				138	138		1023		1023	1161
CLACKAMAS	19602	1358	1391	1001	23352	9455	1023	1609	12087	35439
66			6		6					6
67	184				184					184
68	39		4		43					43
69			28		28					28
70	1403		54	16	1473					1473
71	1514				1514					1514
72	4141		2302	76	6519					6519
73	2221		5668	16	7905					7905
74	223		716	25	964			1060	1060	2024
75	643		1687	72	2402					2402
76	5340				5340					5340
77	2895		179		3074					3074
78	2309		6591	12	8912			2600	2600	11512
79	812		1234	3	2049					2049
80	513		694	71	1278			343	343	1621
CLARK	22237		19163	291	41691			4003	4003	45694
TSA	91432	5583	31837	2334	131186	28697	6134	8907	43738	174924

\* Other includes low density residential development requiring one or more acres per dwelling unit.

ROUND TWO  
SINGLE FAMILY DWELLING UNIT HOLDING CAPACITY  
OF VACANT LAND

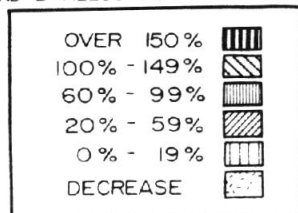
DISTRICT	1977-1984					1985-2000				77-2000
	RESIDENTIAL DU's	STUDY AREA DU's	PUD & OTHER * DU's	RURAL & NATURAL RESOURCE DU's	TOTAL	RESIDENTIAL DU's	STUDY AREA DU's	PUD & OTHER * DU's	TOTAL	
26	238		42		280					280
27	333		2		335					335
28	1113		4		1117					1117
29	1784		15		1799					1799
30			7		7					7
31	313				313					313
32	227	644		1	872	365		478	843	1715
33	106	23	188	10	327	10			10	337
MULTNOMAH	24954	1488	2900	85	29427	535	253	1514	2302	31729
34	1555				1555	313			313	1868
35	289				289					289
36	597		96		693					693
37	745				745					745
38	3182				3182					3182
39	106				106					106
40	290				290					290
41	1738		2786	15	4539	5214			5214	9753
42	292		9	1	302	438	620	867	1925	2227
43	3813		2421	38	6272	4166			4166	10438
44	5171	2434	1520	21	9146	276	3833		4109	13255
45	803		812	25	1640	488			488	2128
46	1140		465	107	1712	486			486	2198
47	319	303	243	616	1481	406	405		811	2292
48	264				264					264
49	2587		31	13	2631	4200		514	4714	7345
50	1748			121	1869	2720		400	3120	4989
WASHINGTON	24639	2737	8383	957	36716	18707	4858	1781	25346	62062
51	4481		65		4546	234			234	4780
52	2601		108		2709	1732			1732	4441
53	3346			336	3682	480		156	636	4318
54	767	765		39	1571	2131		1098	3229	4800
55	36			133	169	993		310	1303	1472

\*Other includes low density residential development requiring one or more acres per dwelling unit

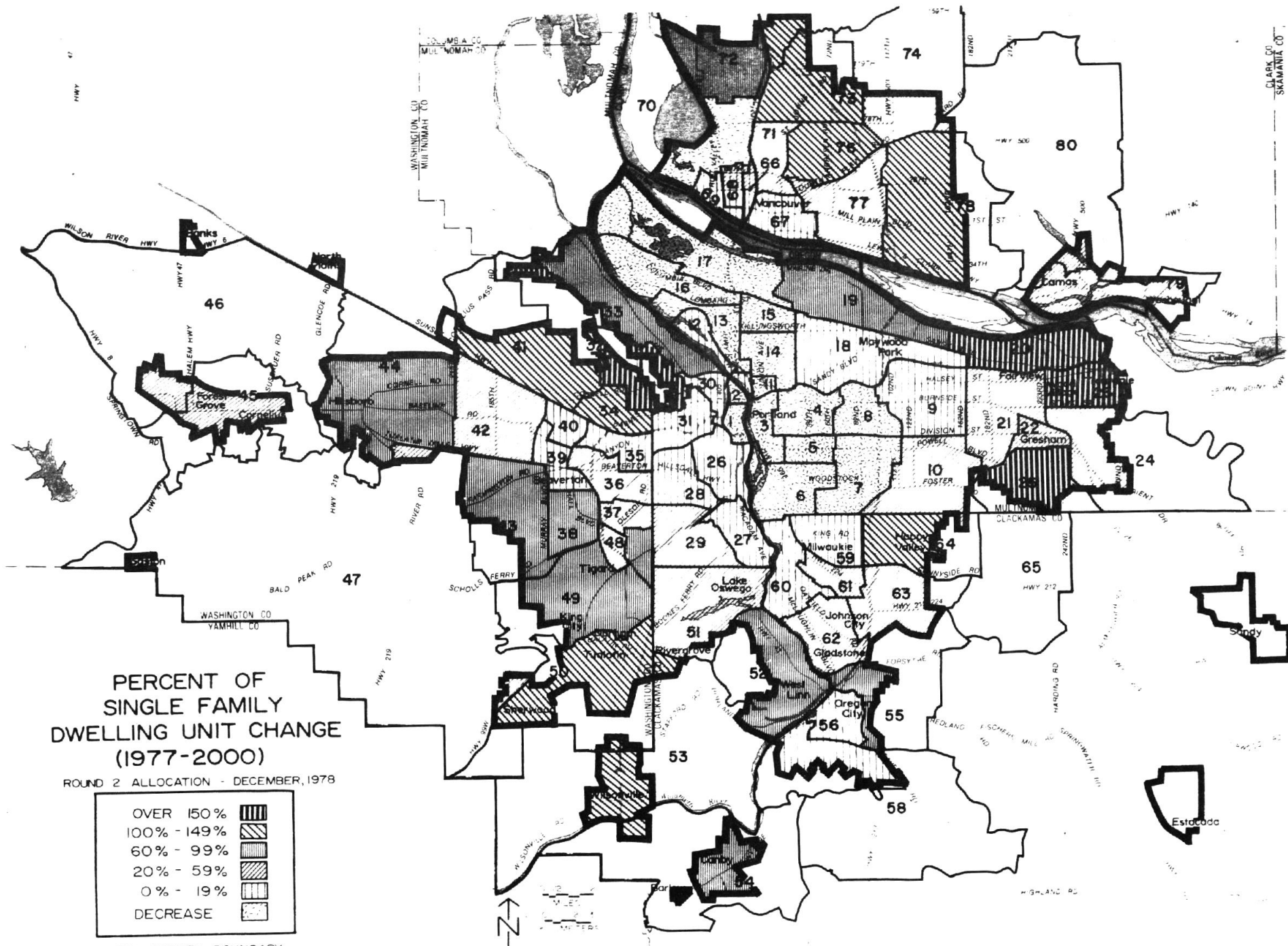


# PERCENT OF SINGLE FAMILY DWELLING UNIT CHANGE (1977-2000)

ROUND 2 ALLOCATION - DECEMBER, 1978

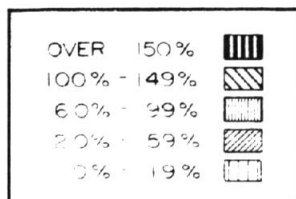


— URBAN GROWTH BOUNDARY

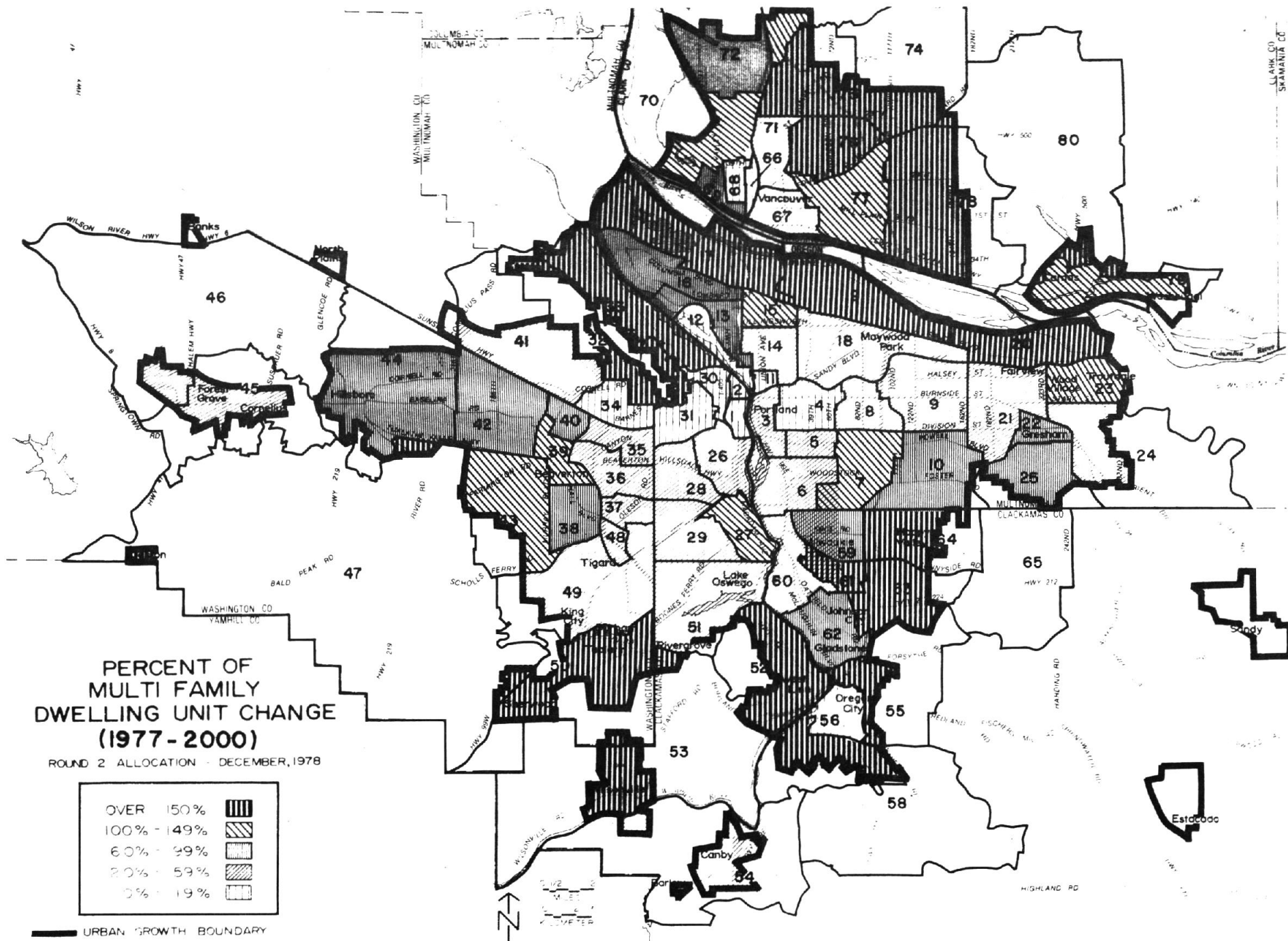


# PERCENT OF MULTI FAMILY DWELLING UNIT CHANGE (1977 - 2000)

ROUND 2 ALLOCATION - DECEMBER, 1978



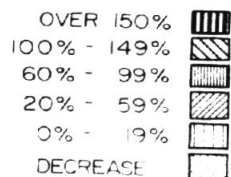
URBAN GROWTH BOUNDARY



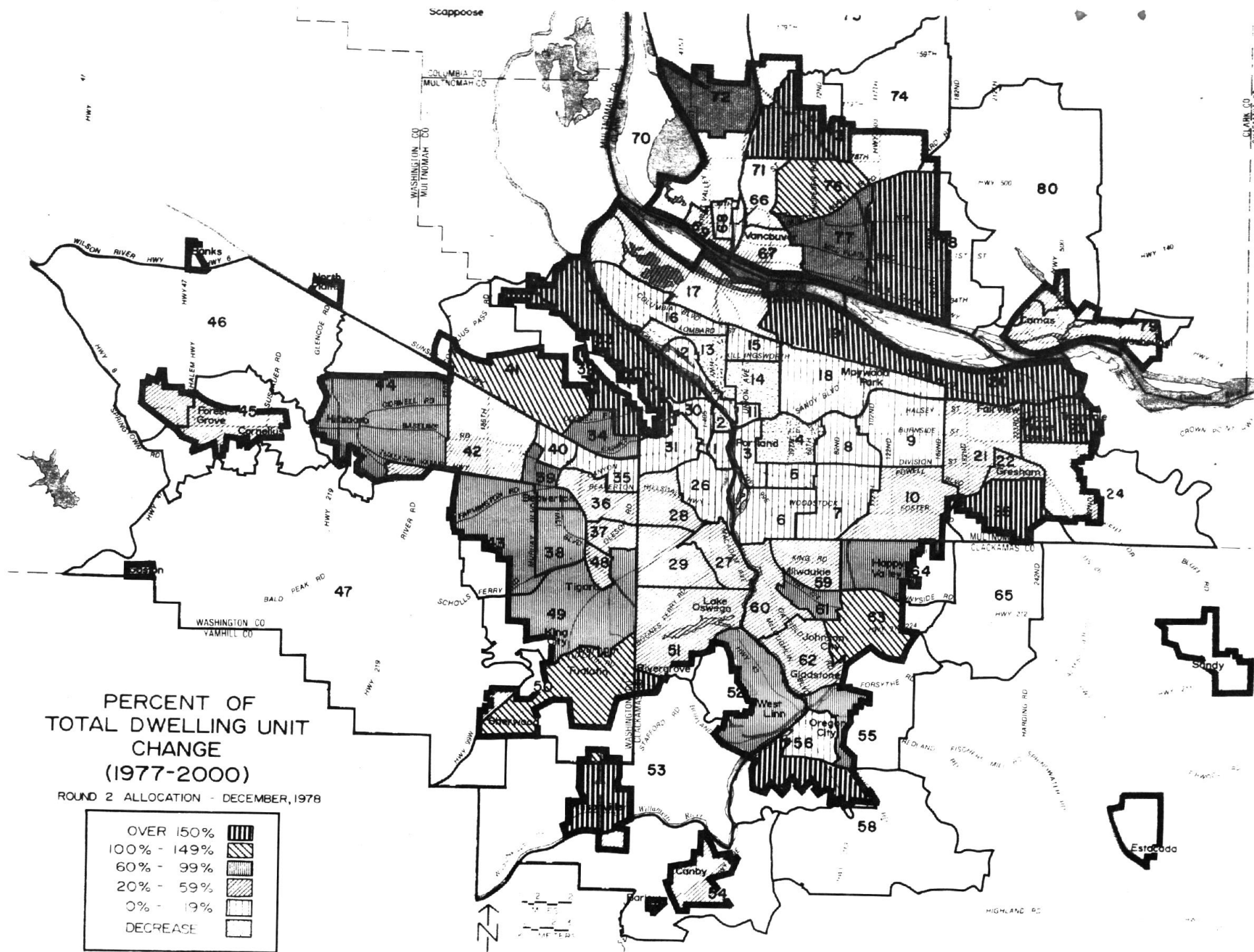


# PERCENT OF TOTAL DWELLING UNIT CHANGE (1977-2000)

ROUND 2 ALLOCATION - DECEMBER, 1978

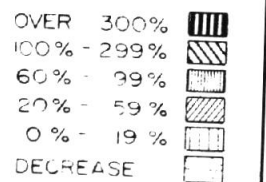


URBAN GROWTH BOUNDARY

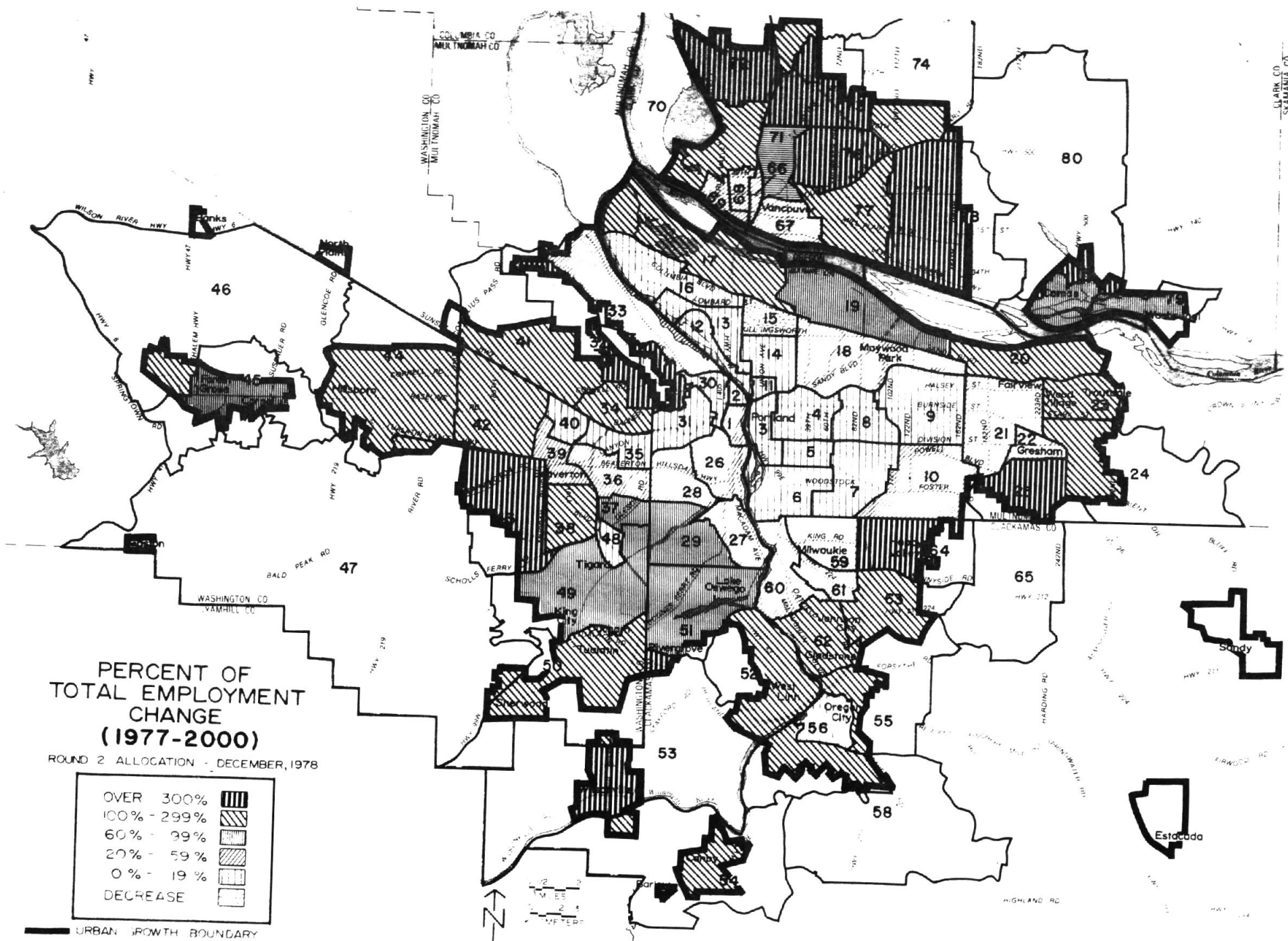


# PERCENT OF TOTAL EMPLOYMENT CHANGE (1977-2000)

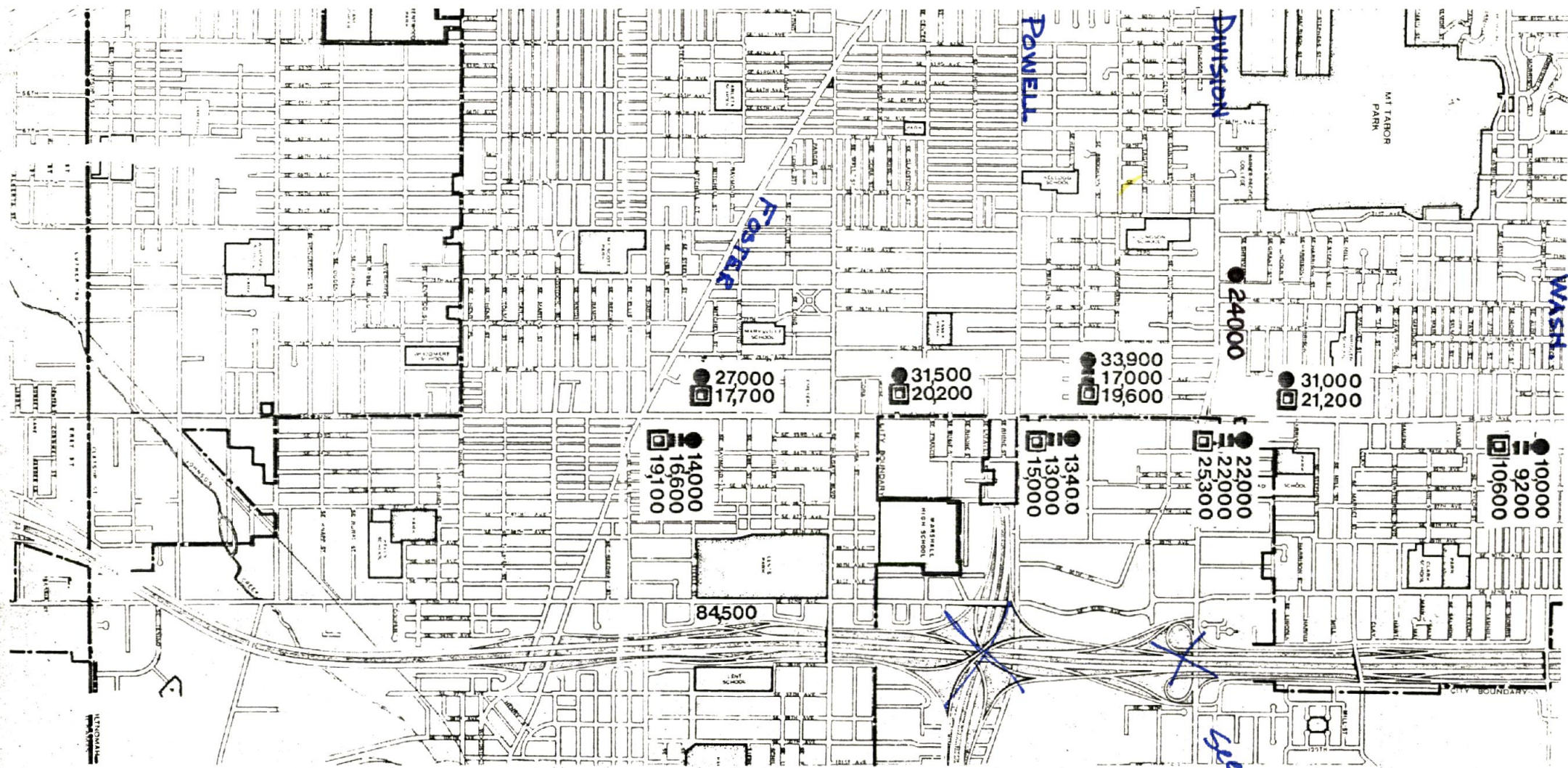
ROUND 2 ALLOCATION - DECEMBER, 1978



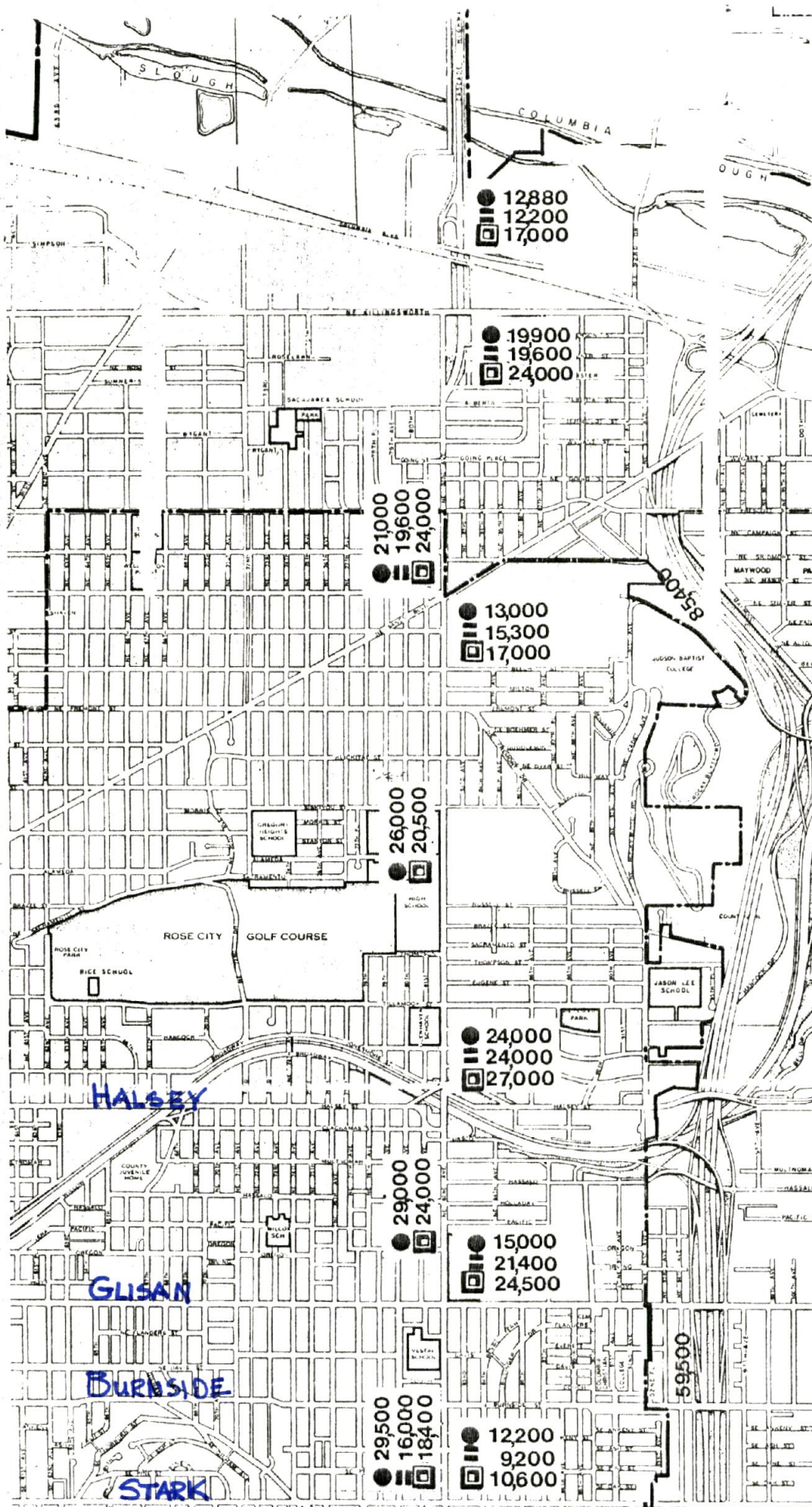
URBAN GROWTH BOUNDARY











82nd Avenue is expected to decline significantly to nearly one-half present values. Modest increases as shown are expected by the year 2000, but still below present levels. By contrast, traffic volumes on most of the intersecting streets shown will increase over existing levels by 1990 and all but Sandy Boulevard will increase by the year 2000.

If the projected decreases in traffic volumes along 82nd Avenue do occur, they do not necessarily mean loss of patronage for the businesses along 82nd Avenue. Most of the decline should be a result of through traffic shifting to I-205. Most of these vehicles would not carry shoppers in any case. With the implementation of recommended improvements, including landscaping and signing, those persons wishing to shop along the Avenue may find it more readable and attractive with fewer traffic frustrations and accidents and more time to shop and eat along the Avenue.

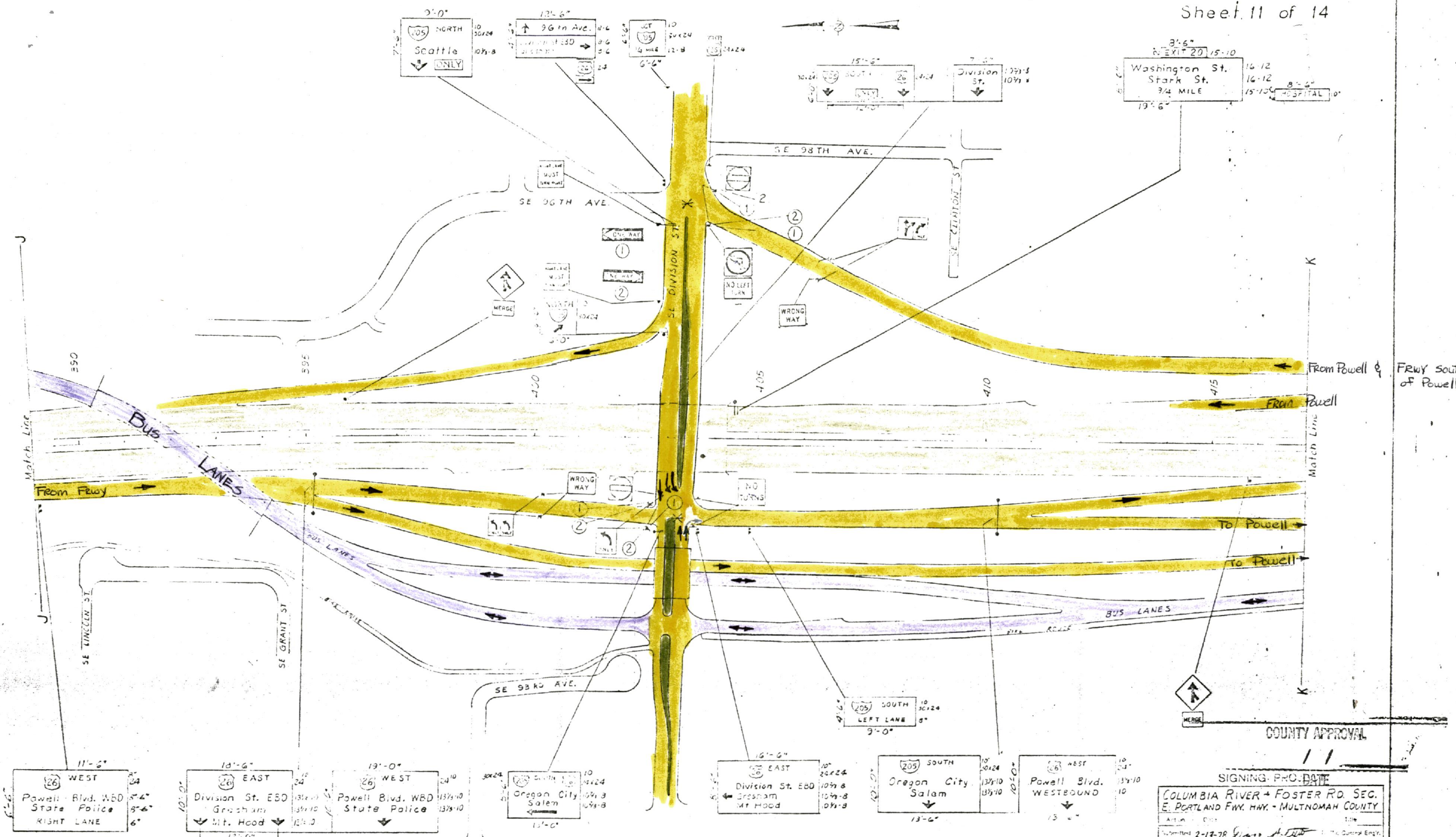
Exhibit 8 identifies the 21 major streets intersecting 82nd Avenue within the study area. Seven of these are major traffic streets, ten will connect with I-205, eight are major transit and nine are minor transit streets; six are transfer location streets. Many streets serve multiple functions. For example, Glisan performs four out of five functions. A majority of the streets (12) have significant traffic accident problems.

# EXHIBIT 8

## IDENTIFICATION OF MAJOR INTERSECTIONS ALONG 82nd AVENUE

<u>Major Intersections</u>	Major Traffic Street	I205 Connection	Major City Transit Street	Minor City Transit Street	Major Transfer Location	Accident Problem
Airport Way	X	X	X			
Columbia		X		X		
Killingsworth	X	X	X			
Prescott				X		
Sandy	X		X		X	X
Fremont						X
Siskiyou						X
Tillamook				X		
Halsey	X		X			
Glisan	X	X		X	X	X
Burnside				X		X
Stark		X	X		X	X
Washington		X				X
Yamhill				X	X	
Mill					X	
Division		X	X		X	X
Powell	X	X		X		X
Holgate				X		X
Foster	X	X	X			X
Woodstock		X	X			
Flavel				X		X





\* Additional turn restriction signs will be included in signal plans.

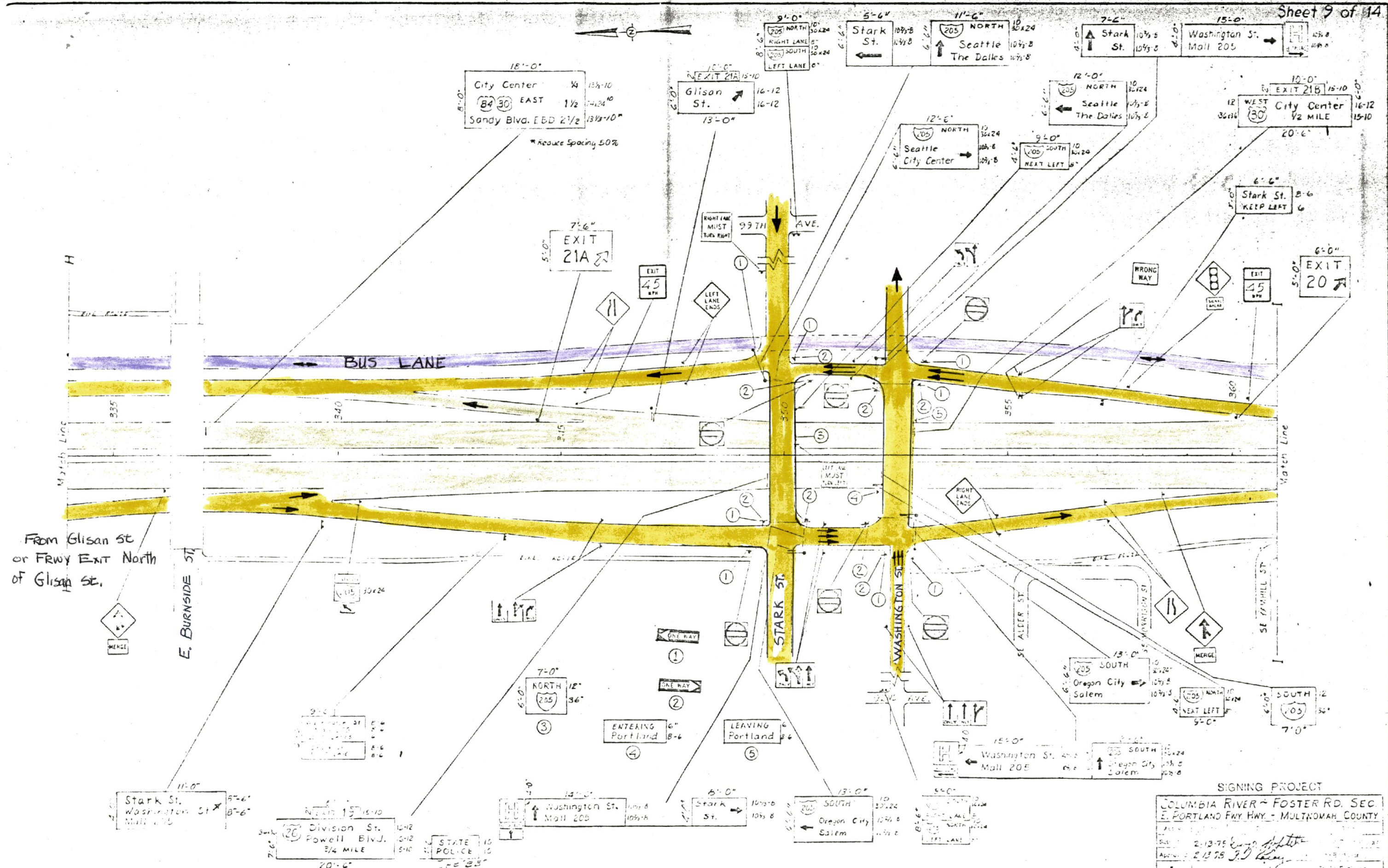
Revised JULY, 1978

COUNTY APPROVAL

SIGNING PRO. DATE

COLUMBIA RIVER + FOSTER RD. SEC.	
E. PORTLAND FWY. HWY. - MULTNOMAH COUNTY	
Submitted 2-13-78	By <i>[Signature]</i>
Approved 2-13-78	By <i>[Signature]</i>
Accepted:	Asst. Hwy. Engr.





From Glisan St  
or FRWY EXIT North  
of Glisan St.

E. BURNSIDE ST.

Stark St.  
Washington St. X  
Mall 205

Division St.  
Powell Blvd.  
2/4 MILE

STATE  
POLICE

Washington St.  
Mall 205

Stark St.

SOUTH  
Oregon City  
Salem

Washington St.  
Mall 205

SOUTH  
Oregon City  
Salem

SIGNING PROJECT			
COLUMBIA RIVER - FOSTER RD. SEC.			
E. PORTLAND FRWY HWY. - MULTNOMAH COUNTY			
DATE	2-13-75	BY	[Signature]
APPROVED	2-13-75	BY	[Signature]
ACCEPTED		BY	

COUNTY APPROVAL

Revised July 1975  
Revised 2/17/77



1/16 URB3-13

## MT Tabor Meeting

1. Traffic Trends 72 - 79  
Changes from 0% to 10%
2. Changes next 5 yrs  
Transit Banfield Lt Rail  
" " West Side Beaverton  
Bus Increase 11% / year
3. Arterial Street Plan  
Belmont  
Division Project  
49th & Hawthorne Signal
4. Concerns Re Thornburn + S.E 52nd Ave
5. Questions



Stark  
Post

URB 3-13

2/29/80

Don:

THE ARROWS AND SPEED LIMIT SIGNS  
RECENTLY PLACED ON THE WORST  
CORNER NEAR 63RD AND THORBURN  
ARE MUCH APPRECIATED. I'M ASSUMING  
THEY ARE A RESULT OF THE  
JAN. 17, MT TABOR NEIGHBORHOOD ASSOC.  
MEETING. THANKS. I HOPE THE SIGNS  
HELP SLOW THE WEST BOUND TRAFFIC  
AT LEAST.

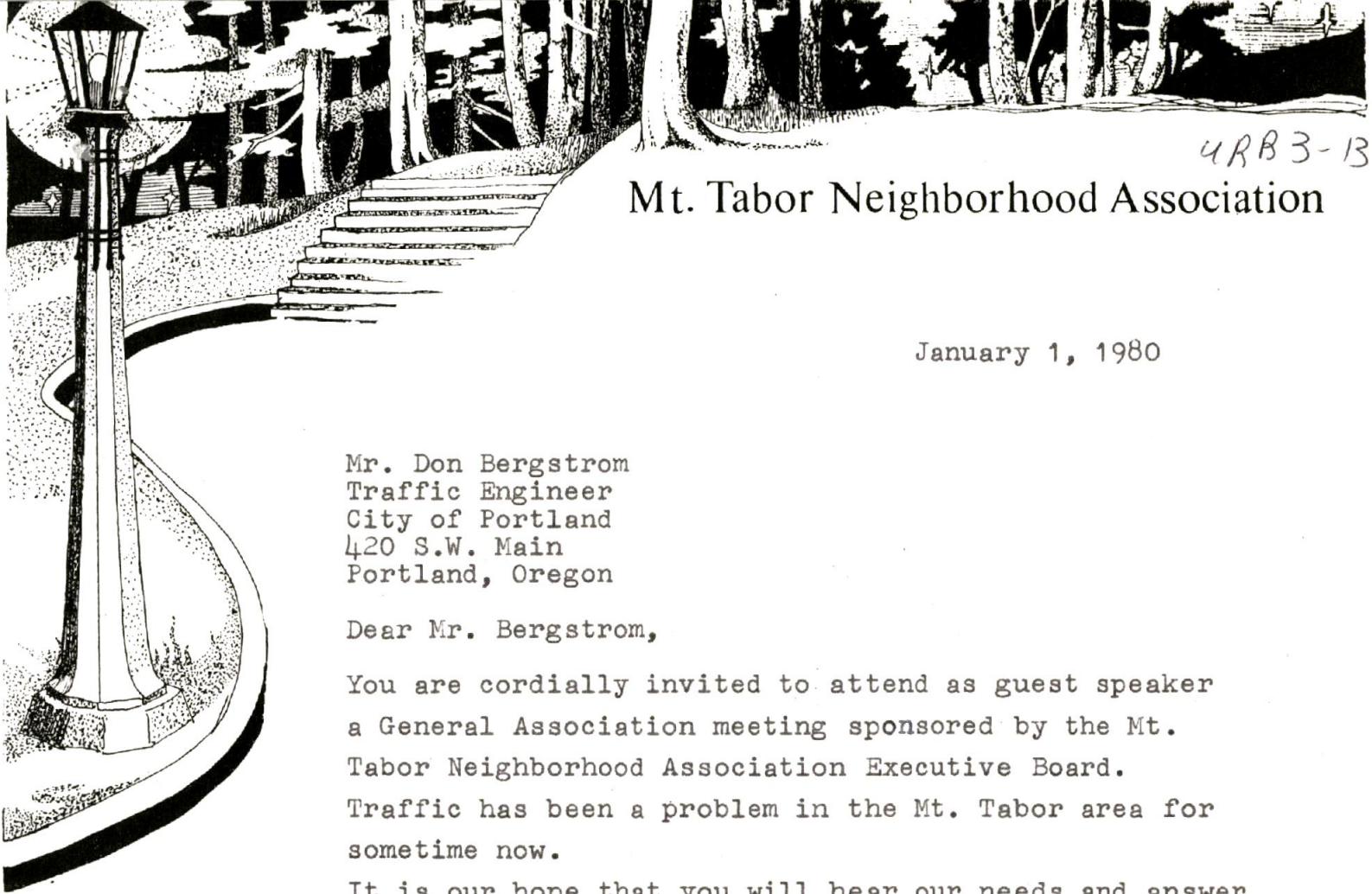
SINCERELY,

Paul Benninghoff  
6747 SE THORBURN

97215



RECEIVED  
MAR 5 1980  
BUREAU OF  
TRAFFIC ENGINEERING



## Mt. Tabor Neighborhood Association

January 1, 1980

Mr. Don Bergstrom  
Traffic Engineer  
City of Portland  
420 S.W. Main  
Portland, Oregon

Dear Mr. Bergstrom,

You are cordially invited to attend as guest speaker a General Association meeting sponsored by the Mt. Tabor Neighborhood Association Executive Board. Traffic has been a problem in the Mt. Tabor area for sometime now.

It is our hope that you will hear our needs and answer our questions regarding the heavy flow of traffic on some streets, the overall traffic pattern of SouthEast and the future, will it get worse or better? Are there any plans on the drawing board that will affect our neighborhood streets, as they are now being used?

The date is January 9, 1979, Wednesday night at 7:30 pm.  
Our meetings are held in the Mt. Tabor School Library, located at 5800 S.E. Ash.

Looking forward to hearing from you soon,  
we remain

Sincerely yours,

*Spencer*

Mt. Tabor Executive Board

Jan Spencer, Secretary

5732 S.E. Hawthorne Blvd.  
97215

238-0305

B. Allen, 235-2590

RECEIVED  
JAN 8 1980  
BUREAU OF  
TRAFFIC ENGINEERING



# Mt. Tabor Neighborhood Association

Meeting Notice: JANUARY 9, 1979 Time: 7:30 pm Place: Mt. Tabor School

## AGENDA

### I

Portland Recycling has sought the vacant filling station property at S.E. 49th and Belmont for use as a full service recycling center serving eastside residents. This requires a revocable zone change permit. Several questions have been raised regarding the general layout, (ie. fencing, signing, storage, traffic, etc.).

Lee Barrett from Portland Recycling Team, will be presenting his plans for the corner, and will be able to answer whatever questions you may have.

Your attendance will enable the Neighborhood Association to take an official stand on this request. Please come and be heard!

### II

\* GUEST: Dan BERGstrom

CITY TRAFFIC  
ENGINEER

Traffic has been a problem in the Mt. Tabor area for sometime now.

Speeding, noise and the heavy traffic flow on some streets are areas of concern to many of us. In addition, some areas of Mt. Tabor experience parking problems or need traffic signals or additional signs to help alleviate areas of distress.

If you have questions you'd like answered or want to express a need or a concern, JANUARY 9th is the night, 7:30 the time, and Mt. Tabor School Library the place!

SEE YOU THEN



\* \* WATCH FOR MT. TABOR'S YEARLY SURVEY!! IT'S IN THE MAIL NOW!! \* \*



Southeast Uplift  
5524 S.E. Foster Road  
Portland, Oregon 97210

Non-Profit Organization  
U.S. Postage Paid  
Portland, Oregon  
Permit No. 1062



\* The Mt. Tabor Neighborhood Executive Board wishes you a HAPPY NEW YEAR !

MTNA ACTIVITIES

10. What topics would you like to see included in future General Meetings (Themes, Speakers, Political Debates, Forums, etc.)?

- (1) \_\_\_\_\_  
(2) \_\_\_\_\_  
(3) \_\_\_\_\_  
(4) \_\_\_\_\_  
(5) \_\_\_\_\_

11. If you are not already on our mailing list, would you like to be added? YES \_\_\_\_\_ NO \_\_\_\_\_

Will you serve on any of the following committees:

PARKS \_\_\_\_\_ HISTORY \_\_\_\_\_ ZONING & LAND  
USE \_\_\_\_\_ TRAFFIC \_\_\_\_\_ NEIGHBORFAIR/  
PICNIC \_\_\_\_\_ PHONE \_\_\_\_\_ CRIME \_\_\_\_\_  
NEWSLETTER \_\_\_\_\_

NAME \_\_\_\_\_ PHONE \_\_\_\_\_

ADDRESS \_\_\_\_\_

PLEASE STAMP AND MAIL BEFORE JANUARY 8

Stamp

\*\* MT. TABOR NEIGHBORHOOD ASSOCIATION

MS. JAN SPENCER

5732 S.E. HAWTHORNE

PORTLAND, OR 97215

Non Profit Organization  
U.S. Postage Paid  
Permit No. 1062  
Portland, Oregon

S.E. Upitt, 5224 S.E. Foster, Portland, Ore. 97206

MT TABOR SPRING CALENDAR

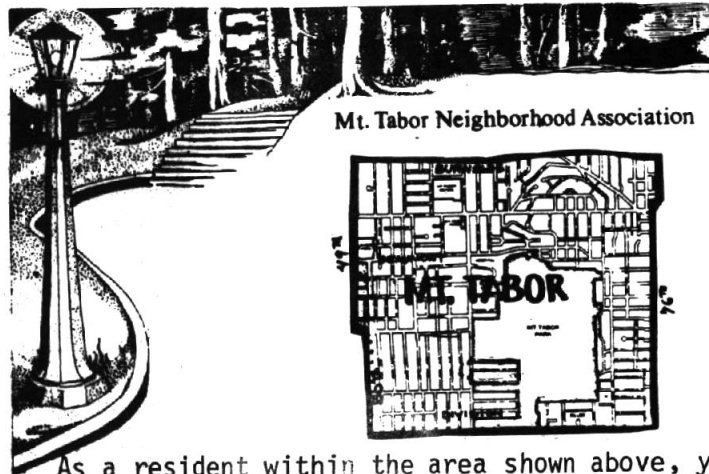
Meetings start at 7:30 p.m. in Mt. Tabor School.  
Bring a neighbor.

- |        |   |
|--------|---|
| Jan 9  | What can we do about neighborhood traffic problems? Plus, review of the Recycling Depot proposed for Belmont & 49th.      |
| Feb 13 | Commissioner Jordan will discuss "The Future of Neighborhood Associations."   |
| Mar 12 | Neighborhood FORUM. Talk about the Park, History Project, Traffic, Comprehensive Land Use Plan, and your area of concern. |
| Apr 2  | Mt Tabor Park. Our neighborhood's recommendation.   |
| Apr 30 | A political debate to be announced later. Board elections.  |
| Jun 2  | Neighborfair Planning Meeting.  |

Board Meetings: Jan 3, Jan 31, Feb 25, Apr 16.

FOR YOUR INTEREST

1/80



MT TABOR NEIGHBORHOOD ASSOCIATION  
COMMUNITY SURVEY  
1980 SPRING

TRAFFIC

1. Do you believe traffic problems in the Mt Tabor area have increased in number ( ), or severity ( ), during the past year?  
YES \_\_\_ NO \_\_\_

If YES, where and in what way? \_\_\_\_\_

2. Did you know there is a specific and lengthy list of steps the Traffic Dept requires you to follow before they will take action to change traffic conditions?  
YES \_\_\_ NO \_\_\_

3. Since petitions must be signed by a majority of property owners within a two block radius of any proposed major change in the existing traffic pattern, will you volunteer to help gather required signatures when needed?  
YES \_\_\_ NO \_\_\_

If YES, please write your name and phone no.:  
NAME \_\_\_\_\_ PHONE \_\_\_\_\_

4. Because Belmont and Stark are narrow streets for their heavy volume of traffic, there have been proposals to turn them into one-way streets. Do you favor this change?  
YES \_\_\_ NO \_\_\_  
Comments \_\_\_\_\_

ZONING

5. The Comprehensive Land Use Plan NOW changes the zoning for the Reservoir property at SE 60th & Division to medium density apartments and the Mittleman (Warner Pacific) property North of the Reservoir to R2.5 (allowing rowhouses). Does this meet with your approval?  
YES \_\_\_ NO \_\_\_

If NO, will you volunteer to help in efforts

to change this portion of the plan?  
YES \_\_\_ NO \_\_\_

I will help gather petition signatures. \_\_\_\_\_  
I will attend the hearing this summer to show neighborhood support. \_\_\_\_\_

NAME \_\_\_\_\_ PHONE \_\_\_\_\_

6. If the present version of the Comprehensive Plan is approved by the City Council, owners of a house larger than 2000 sq. ft. can add an apartment unit with no notice to neighbors and no hearing. Do you approve this change in residential neighborhoods?  
YES \_\_\_ NO \_\_\_

PARKS

7. What areas or facilities in Mt Tabor Park do you believe require replacement or maintenance? Please be specific about the location and description of what is required. \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

8. Approximately how many times have you used the Park during the past year? \_\_\_\_\_

For what purposes? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

9. The History Committee is developing a map and survey of the historical structures in our neighborhood. Your assistance is needed to insure that homes are not overlooked.

a. If your house was built before 1920, please list the date \_\_\_\_\_ and address \_\_\_\_\_

b. If your house was occupied by a "famous person", or designed by a well-known architect please describe. \_\_\_\_\_  
\_\_\_\_\_

As a resident within the area shown above, you are a member of the Mt Tabor Neighborhood Association (MTNA). The Association:

1. Provides for citizen participation in affairs which affect our neighborhood, and,
2. Sponsors projects and activities to help improve the neighborhood environment.

You CAN influence city decisions, which affect our neighborhood, by becoming actively involved in the activities of the MTNA, and by making your opinions known by answering the enclosed questions.

Some of the activities the MTNA sponsors are:

1. General meetings with a different theme and guest speaker each month.
2. History, Zoning & Land Use, Crime Prevention, Traffic, and Mt Tabor Park Committees, neighborhood input to the City in these areas.
3. Regular Newsletters, surveys, a neighborhood Summer Picnic, Neighborfair, and many more.

Results of this survey will be presented to City Council members and heads of several City depts.

Obviously, the more of us who answer the survey and become actively involved in MTNA, the greater our influence on various city agencies. Thank you for your time. We hope to see you at our General Meetings.

THE EXECUTIVE BOARD OF YOUR MTNA

=====Cut here to save calendar of events=====



UKB 3-13  
1980

January 17, 1979 80

MEMORANDUM

TO: The Files

FROM: Don Bergstrom

As per the attached letter and at the request of the Mt. Tabor Neighborhood Association, I met with the group on Wednesday evening January 16.

I spent about 10 minutes explaining to the group the traffic volume trends on the enclosed map indicating that the changes had been everywhere from 0 to 10% in the period of '72 to '79 and that they were similar to changes throughout the City.

I talked about changes in the next 5 years, including the Banfield Light Rail, the West Side Light Rail and the fact that they are planning to increase bus patronage by 11% per year over the next 5 years.

Third, I went into projects that are scheduled to be completed within the next 5 years that will have some effect on the neighborhood as per the list that Mike furnished. These included I-205, Powell II, left turns on 39th, the studies on Division and Belmont corridor plus the 82nd Avenue study.

The final two items I discussed were Thorburn Street and S. E. 52nd Avenue. On Thorburn I went through work that had been done a couple of years ago, which resulted in the neighborhood not wanting to proceed in terms of changes on Thorburn because of the need to rearrange and eliminate rockeries, various landscaping for some of the residents along the street.

The N.A. indicated that was only one of the problems, that they were equally concerned with the nighttime speeding, fixed object collision type of problem. I indicated that there was very little that could be done with this type of problem short of installing some type of guardrail system throughout the entire length and the guardrail system had the drawback of costs plus the appearance in front of some of the homes.

The Thorburn subject was left with my agreement that our District Engineer would make a survey of Thorburn to make sure all of the signs that should be there in terms of warning, particularly with nighttime delineation signs and that he would also take a look at nighttime delineation in terms of improvements. It seems to me it takes a nighttime viewing of this situation.



I would like to see a speed count made on Thorburn, 24 hour basis, and see what kind of speeds we are getting out there at night since this seemed to be the main concern.

We regard to 52nd Avenue, they indicated part of the problem was the fact that at 49th and Hawthorne, in a southbound direction, you couldn't get across Hawthorne, there was no signal for that, traffic backed up 2 or 3 blocks. As an alternate they were choosing to use 52nd Avenue because it did have a signal.

There may be some truth to this and as part of our work when we get into it, we need to consider what would happen if the signal at this location for the south leg were to be revised to include this north leg.

I indicated that the work we had done seemed to show that the main cause of the problem on 52nd was the fact that 52nd was an arterial south of Division Street and traffic was continuing to use 52nd north of Lincoln Street.

In any event, I explained the process and explained that before we would do any work on it, I needed a letter from the N.A. outlining the problem as they saw it. After getting that, we'd be happy to sit down with them after we developed 3 or 4 different treatments and get a reaction and if they approve, we'll go through the petition process, the trial process, eventually maybe some type of project plan through the Council, etc.

With the exception of what I talked about on Thorburn Street, I don't think there is any need to proceed until after we receive some type of letter from the N.A.

DEB:jjp