

Bauer

Sellwood-Moreland Improvement League

URB 3-19.1
1980

S. M. I. L. E.

1436 S. E. SPOKANE STREET

PORTLAND, OREGON 97202

November 3, 1980

Mr. Mike Bauer
Bureau of Traffic Engineering
317 S. W. Alder
Portland, Oregon 97204

Dear Mr. Bauer:

On August 21st a committee from SMILE met with you to discuss possible alternatives to the left turn signal proposed for the 17th Avenue and Bybee intersection. The committee's recommendations were referred to the membership at the September meeting and were approved. I recently discovered that I was mistaken in assuming that you had been informed of this action.

The committee recommended as follows:

1. That the left-turn signal proposal be deferred and studied as a part of the McLoughlin improvement proposal.
2. That "No Truck" signs be requested on 17th between Nehalem and McLoughlin.
3. That the posted speed between Nehalem and McLoughlin on 17th be reviewed, recognizing that the area is primarily residential.
4. That the parking prohibited, or "duck out" lane north of the 17th and Bybee intersection be reviewed to see if it could be shortened.

We would appreciate the Bureau's consideration of these recommendations and a response as to their disposition.

Sincerely yours,

Catherine Sohm

Catherine Sohm, President

REQUEST DENIED
WKW

cc Bernie Wolff
Gordon Merseth

RECEIVED

NOV 4 1980

BUREAU OF
TRAFFIC ENGINEERING

T R 105-60

URB 10-14



CITY OF

PORTLAND, OREGON

BUREAU OF PLANNING

Mildred A. Schwab, Commissioner
Terry D. Sandblast, Director
Room 1002, 1120 S.W. Fifth Avenue
Portland, Oregon 97204-1966
(503) 796-7701

Code Administration 796-7700

Land Use 796-7700

RECEIVED

Administration 796-7700

Urban Design 796-7702

AUG 16 1982

Traffic Engineering

August 11, 1982

To: North of Burnside Study Participants

From: Jan Childs, Project Manager *Jan*
North of Burnside Implementation and Management Program

Re: Continuation of Portland Historical Landmarks Commission Action
on North of Burnside Implementation and Management Program Report

At its August 11, 1982 meeting, the Portland Historical Landmarks Commission decided to delay action on the North of Burnside Implementation and Management Program Report until its August 25, 1982 meeting.

Public testimony will be taken and a Landmarks Commission recommendation on the Report finalized at the August 25, 1982 meeting.

The meeting will be held in the Portland Building, 1120 SW Fifth Avenue, Second Floor, beginning at 12:00 noon.

June 20, 1980

City of Portland, Senior Traffic Engineer, Mario Martini
and Multnomah County Commissioners

Re: TRAFFIC SELLWOOD-MACADAM AVENUE AREA

ON BEHALF OF 42 UNIT OWNERS OF QUAYSIDE CONDOMINIUM LOCATED AT THE END OF S. E. NINTH ST. IN THE SELWOOD AREA, WE WOULD LIKE TO STATE THAT WE SEEM TO BE IGNORED ON OUR TRAFFIC PROBLEMS. ON NOVEMBER 11, 1979 I WROTE TO CONNIE MCCREADY AND TRAFFIC PLANNER REQUESTING THAT WE BE CONSIDERED FOR A THROUGH STREET ON 9TH AND NO PARKING ON THE EAST SIDE.

WE HAVE NEXT TO US WAVERLY SURF APARTMENTS, AND JUST NORTH OF THEM ON MARION ST. SALTYS RESTUARANT WITH THE NEW PORTARBOUR CONDOS CONSISTING OF 115 UNITS, SELLWOOD HARBOR WITH 37 UNITS AND THESE ADDED TO WAVERLY'S 40 UNITS, OUR QUAYSIDE 42 UNITS TOTAL 234 UNITS. THIS WOULD ESTIMATE OUT TO BE ABOUT 300 CARS PLUS THE RESTUARANT TRAFFIC, USING EITHER NINTH ST. OR MARION ST. FOR ACCESS. SINCE LINN WAS CHANGED WE CANNOT EXIT EXCEPT ON MARION TO GO TO MILWAUKIE, SINCE CARS ARE PARKED AT THE SERVICE GARAGE ON 17th AND MARION IT IS DIFFICULT TO EXIT ONTO 17th BESIDES THE CONSTANT LACING IN AND OUT TO MISS ONCOMING TRAFFIC WITH PARKED CAMPERS CARS ETC.

NO LEFT TURNS ON 17TH AVENUE AND THE PROPOSED BARRICADES ON 15TH MEANS THE GENERAL PUBLIC TRYING TO GUESS HOW TO GET TO THE RIVER TO SALTYS RESTUARANT IS AN ADDITIONAL HAZZARD. FOUR OF US AT QUAYSIDE HAVE HAD ACCIDENTS IN THIS IMMEDIATE AREA, MYSELF INCLUDED IN A BROADSIDE AT 13th AND LINN.

TO ATTEMPT TURNS RIGHT FROM TACOMA OFF SELLWOOD BRIDGE MEANS HOPING NO VEHICLE IS STOPPED AT THE CORNER OF NINTH AS YOU CANNOT CLEAR SOME OF THE TRUCKS AND RISK BEING REAR ENDED FROM ONCOMING EAST TACOMA TRAFFIC.

THE PROMISED OFF RAMPS OF THE SELLWOOD BRIDGE ARE LONG OVERDUE AND THE MACADAM TRAFFIC BECOMES WORSE DAILY WITH ALL THE NEW OFFICE AND CONDO CONSTRUCTION AND SHOULD BE CONSIDERED FOR THE WIDENING ORIGINALLY MENTIONED MANY YEARS AGO THAT WOULD HAVE TO BE DONE WHEN JOHN GRAY WAS GIVEN THE BUILDING GO AHEAD FOR THE LANDING CONDOMINIUMS. MACADAM WILL BECOME THE WORST HAZZARD WITH THE TACOMA BACK UP AND OUR ABILITY TO GET OUT OF THE AREA WITHOUT AT LEAST TWO THROUGH STREETS WILL BECOME MORE DIFFICULT. WE SHOULD BE CONSIDERED ON THE BASIS OF AT LEAST ELEVEN (11) RESIDENTIAL BLOCKS AND NOT IGNORED ON THE LOCAL "SMILE MEETINGS" OF WHICH WE SELDOM ARE AWARE OF BEING HELD ON MATTERS WHICH WOULD CONCERN US.

Helen D. Schauermon

HELEN D. SCHAUERMANN

QUAYSIDE CONDOMINIUM UNIT #203-790 S. E. Webber St. Portland, Or
97202

OUR CURRENT BOARD CHAIRMAN IS LIONEL CHURCH UNIT #210

Residents DO
NOT agree
with

TR 9531

RECEIVED

JUN 27 1980

BUREAU OF
TRAFFIC ENGINEERING

URB 3-19
1

December 10, 1980

Catherine Sohm
7212 S.E. 17th Ave.
Portland, Oregon 97202

Dear Ms. Sohm:

We have received the bureau responses on the following diverters. I'm sorry for the long time this has taken.

Temporary diverters were installed on November 7, 1980 for the ninety day test.

Attached are the bureau responses. If you have any questions regarding this please contact Bill Wetmore at 248-4291.

Sincerely,

M. J. Martini
Sr. Traffic Engineer

MJM:WKW:mc

THE CITY OF
PORTLAND



OREGON

DEPT. OF FINANCE
AND ADMINISTRATION
NEIL GOLDSCHMIDT
MAYOR

BUREAU OF TRAFFIC
ENGINEERING

D.E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR. 97204
503/248-4295

September 22, 1980

Resident
6425 S.E. 15th Ave.
Portland, Oregon 97202

Dear Resident:

The Sellwood-Moreland Improvement League (S.M.I.L.E.) has requested that parking be prohibited on the north side of S.E. Duke from 14th to 16th. The League felt that parking on both sides of the narrow street creates a hazard and that "No Parking" should continue west from Kienow's where it presently exists to 14th.

The Bureau of Traffic Engineering has approved this request. Signs will be installed the week of October 13, 1980.

If you have any questions, please contact Joan Loomis, S.E. Field Representative at 248-4437.

Sincerely,

N. N. Nozaki
Field Representative II

NNN:JL:mc

cc: Sellwood-Moreland Improvement League
Catherine Sohm, President
(1436 S.E. Spokane St. 97202)

full copy
URB 3-19
3-19.1

TR 10064
WO 27318, 19

Sellwood-Moreland Improvement League

S. M. I. L. E.

1436 S. E. SPOKANE STREET

PORTLAND, OREGON 97202

August 11, 1980

Mr. Don Bergstrom
Bureau of Traffic Engineering
317 S. W. Alder St.
Portland, Oregon 97204

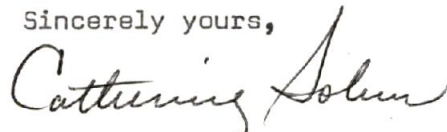
Dear Mr. Bergstrom:

The enclosed letter from Mrs. Cleo Brainerd regarding the problem created by cars parking opposite each other on an extremely narrow street was discussed at the August meeting of the neighborhood association. Following her telephone call, I drove along Duke street and could just get through in my 1965 Chevrolet. She had been driving a large van and had to back up a one way street into a busy parking lot, and was understandably upset.

The membership agreed that parking on both sides of this narrow street creates a hazard, and voted to request that parking be prohibited on the north side of Duke between Milwaukie and 14th Avenue. It is now prohibited to the end of Kienows parking lot. It was stated by a resident of 15th Avenue that the only property owner who might be inconvenienced is an elderly man who keeps his car in his garage.

We will appreciate your consideration of this request.

Sincerely yours,



Catherine Sohm, President



cc: Mrs. Cleo Brainerd



TR# 10064
WO# 57518, 19

TINKHAM G. HAIGHT
790 S.E. Webber St. #109
Portland, Oregon, 97202

June 19, 1980

BUREAU OF TRAFFIC ENGINEERING
317 S.W. Alder St.
Portland, OR, 97204

Atten: Mario Martini

Re: Sellwood-Moreland Traffic

Dear Mr. Martini:

I am writing this letter because the City should know that the Sellwood-Moreland Improvement League does not represent all of the area residences. There are a number of us who disagree and we feel the City should be aware of the feelings we have regarding the traffic between 17th Ave. and 13th Ave. South of Tacoma St.

For example, I reside in a 42 unit complex on S.E. Webber St. just East of 9th Ave. My wife and I shop in Milwaukie and attend Church in Milwaukie. Coming from Milwaukie presently we cannot turn left from 17th Ave. on Linn St. to go East to 9th Ave. We must use Marion St. which has many more homes along it than Linn St. and therefore many more cars parked along the curbs.

If all left hand turns are prevented along 17th Ave. up to Tacoma St. it means that somewhere along Tacoma St. we must make a left hand turn to get South again to Webber St. A left hand turn signal at 13th Ave. and Tacoma St. might be a solution but that certainly is a long way around for those of us living considerably South of Tacoma St.

Another solution could be to make Linn St. one way and Marion St. one way the other direction. But, to close off Linn St. from both ends is nonsense and we think it should be re-opened.

When making the final decision please remember it is far more dangerous to turn left from Tacoma St. than it is from 17th Ave. as the traffic travels much faster on Tacoma St. Also, the number of homes on Linn St. compared to the others should be a factor in the considerations.

Thank you for any considerations you can give to us.

RECEIVED

JUN 20 1980

BUREAU OF
TRAFFIC ENGINEERING

Cordially,

Tinkham G. Haight

TINKHAM G HAIGHT
238-1142
234-0351

T.R. 9517

ARB3-19.1

Sellwood-Moreland Improvement League

S. M. I. L. E.

1436 S. E. SPOKANE STREET

PORTLAND, OREGON 97202

WETMORE
WPK

September 10, 1980

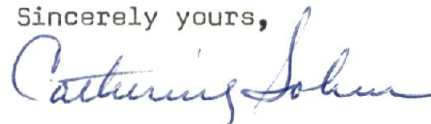
Mr. Mario J. Martini
Senior Traffic Engineer
Bureau of Traffic Engineering
317 S. W. Alder Street
Portland, Oregon 97204

Dear Mr. Martini:

It is the understanding of the Sellwood-Moreland Improvement League that the property owners on Linn Street have, in agreement with SMILE's position, reconsidered their objection to the Molded Container Corporation's trucks using Linn Street for trips between their plant on 13th Avenue and their warehouse in the industrial park east of 17th.

While SMILE has been thoroughly sympathetic to the plight of Linn Street residents in coping with commuter traffic using their street as a short cut to avoid the 17th and Tacoma light, we feel that Molded Container Corporation is a substantial part of our community and is entitled to conduct its business without undue hardship imposed by the neighborhood.

Sincerely yours,



Catherine Sohm, President

cc: John Normandin

RECEIVED
SEP 16 1980
BUREAU OF
TRAFFIC ENGINEERING

URB 3-19.1

August 12, 1980

MEMORANDUM

TO: Chief Baker, Police Bureau

FROM: M. J. Martini, *Bureau of Traffic Engineering*

SUBJECT: South Sellwood Traffic Diverters

We have received a petition signed by the majority of residents of an area in Sellwood requesting traffic diverters as shown on the enclosed map.

We would appreciate your review and comments. If you have any questions please contact Bill Wetmore at 4291.

NJM:ah

URB 3-19.1

August 12, 1980

MEMORANDUM

TO: Chief Sargent, Fire Bureau
FROM: M. J. Martini, Bureau of Traffic Engineering
SUBJECT: South Sellwood Traffic Diverters

We have received a petition signed by the majority of residents of an area in Sellwood requesting traffic diverters as shown on the enclosed map.

We would appreciate your review and comments. If you have any questions please contact Bill Wetmore at 4291.

MJM:ah

August 12, 1980

MEMORANDUM

TO: Bill Owens, Park Superintendant
Park Bureau

FROM: M. J. Martini, Bureau of Traffic Engineering

SUBJECT: South Sellwood Traffic Diverters

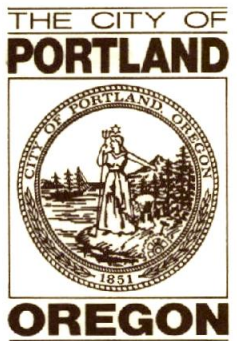
We have received a petition signed by the majority of residents of an area in Sellwood requesting traffic diverters as shown on the enclosed map.

We would appreciate your review and comments. If you have any questions please contact Bill Wetmore at 4291.

MJM:ah

DEB

SEEMOOD
MORELAND
"SMILE"
URB 3-19.1



May 5, 1980

MEMORANDUM

File

BUREAU OF
POLICE

CHARLES JORDAN
COMMISSIONER

B. R. BAKER
CHIEF OF POLICE

222 S.W. PINE
PORTLAND, OR. 97204

TO: M. Martini
Traffic Engineering

FROM: Lt. Coffey *obb*
Traffic Division

SUBJECT: Traffic control signs
"No Left Turn during specified hours"

Please be advised that the Traffic Division position relative to the above is negative for the following reasons:

1. Confusing to the general public and particularly to drivers not familiar with the area.
2. Hours specified, such as "4 P.M. to 6 P.M." could not be enforced due to the fact that this is the high incident time period for accidents and other related traffic problems.

It seems reasonable that if an intersection warranted a "no left turn" sign, it should be on a 24 hour basis.

CC/rh

RECEIVED

MAY 6 1980

BUREAU OF
TRAFFIC ENGINEERING

2

URB 3-19.1
SMILE

July 7, 1980

Mr. John Normandin
Molded Container Corporation
P.O. Box 02096
Portland, OR 97202

Dear Mr. Normandin,


The Sellwood-Moreland Improvement League (S.M.I.L.E.) is now in the process of soliciting signatures for a petition to request the City to install traffic diverters on a 90 day trial basis.

Under their proposal, diagonal diverters would be installed in a northeast-southwest direction at S.E. 15th/Marion, S.E. 16th/Clatsop and S.E. 15th/Sherrett. Additionally, 4-way stops would be installed on S.E. Umatilla at 15th and 16th and 2-way stops on Tenino at 15th and 16th. The existing one-way on Linn would be retained.

The purpose of their plan is to deter through traffic from using the neighborhood streets. If this plan is permanently implemented, you would be required to use Umatilla or Tacoma as the other streets would be too narrow to safely negotiate large trucks.

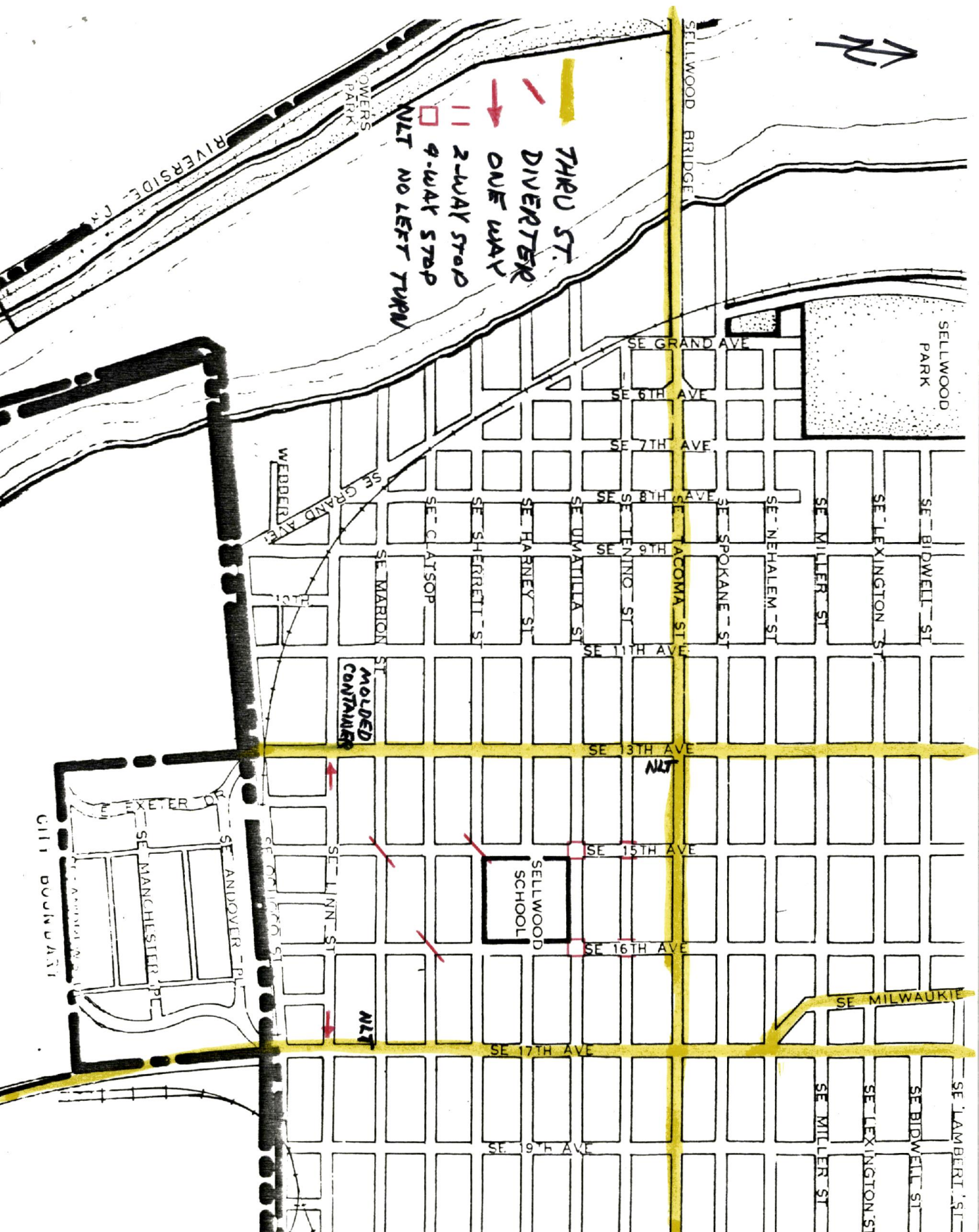
As Bill Stark of this bureau has indicated, to you, we are suggesting that you continue to use Umatilla until the S.M.I.L.E. petition has been processed. Hopefully this matter can be resolved before the Sellwood School reconvenes this fall.

Sincerely,


Mario J. Martini
Senior Traffic Engineer

MJM/WES/as


cc: Catherine Shbm, Pres., S.M.I.L.E.
Office of the Mayor
Commissioner Frank Ivancie
Commissioner Charles Jordan
Commissioner Mike Lindberg



URB 3-19.1

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

June 20, 1980

From Commissioner Schwab
To Traffic Engineering 
Addressed to Don Bergstrom
Subject Letter from Molded Container Corp.

STARK
Attached hereto you will find a copy of a letter which I have received from Molded Container Corporation outlining their problems.

I would appreciate receiving your comments on this letter in order that I may respond directly to them.

I think it would be advisable if you also sent them a copy of your response to me.

Thank you.

MAS.g

attach.

cc: Mayor McCready
Commissioner Ivancie
John Normandin

RECEIVED
JUN 24 1980
BUREAU OF
TRAFFIC ENGINEERING

4 AB 3-19.1

inattent

OFFICE OF
Connie McCready
MAYOR



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

THE CITY OF
PORTLAND, OREGON

June 24, 1980

Mr. John Normandin
Molded Container Corporation
P.O. Box 02096
Portland, Ore. 97202

Dear Mr. Normandin:

Thank you for your letter outlining the traffic and access problems faced by your company. I am forwarding a copy of your letter to Don Bergstrom, Traffic Engineer for the City of Portland so that he can assign a member of his staff to investigate your concerns.

I am asking that he communicate any suggestions or solutions directly to you with a copy to my office once his recommendation is available.

I appreciate your sharing these problems with me. Let me know if I can be of further help.

Sincerely,

Connie McCready
Mayor

cc: ✓ Don Bergstrom
SMILE

CM: bl

Permits may be Ans

RECEIVED
JUN 24 1980
BUREAU OF
TRAFFIC ENGINEERING

*STPucc
Keep w/
T.N. 9522*

[Signature]



Molded Container Corporation

Packaging for the Food Industry

8823 S. E. Thirteenth Avenue • P. O. Box 02096 • Phone: (503) 233-8601

PORTLAND, OREGON 97202

June 16, 1980

Mayor Connie McCready
1220 S.W. 5th
Portland, Oregon 97204

RECEIVED
JUN 18 1980

MAYOR'S OFFICE

2418

MAYOR	
ENCL.	
ASST. M.	
ASST. C.	
ASST. S.	
CLERK	
ASST.	ber
ADM. SEC.	

Dear Mayor McCready:

Molded Container Corporation has a problem that has been festering for months, and will ultimately end up in front of the city council for mediation.

The neighborhood is being effectively closed to truck traffic by "No Truck" signs. All but one street has been closed, and that street runs past a hospital and a grade school. You can appreciate the dangers involved with that.

Molded Container employs an average of 130 people, with an annual payroll of approximately \$1,200,000.00. We draw our employees from throughout the city, with a large concentration in the Sellwood neighborhood. Our manufacturing plant creates no noise, pollution, or any disturbance for our neighbors, and we are considered to be good for the area by those same neighbors.

A majority of our raw materials are brought in by truck, and all of our finished goods are shipped by truck, our own as well as a variety of common carriers. We operate our trucks between 7:30 A.M. and 5:00 P.M. Monday through Friday, and all of our shipping and receiving is done during those hours.

Our manufacturing plant is located between 11th and 13th on Linn street. We have warehouse space in the old Hudson House plant at 17th and Ochoco. The only street open between these two places is S.E. Umatilla. Tacoma street is available, but traffic engineering has requested that we do not use it because large trucks cannot make the tight turns at 13th and 17th safely.


We have asked the neighborhood association (SMILE) to provide a solution to this problem, but have had no success. They agree that there is a problem with the truck traffic, however there is no solution that would please everyone. The alternative that would upset the least number of people is what must be considered.

Molded Container Corporation
Page Two

We would suggest reopening Linn street to traffic, and not do anything with the rest of the streets in the neighborhood. This would affect the least number of residences and make for a much better situation. It would also save approximately \$135,000.00, which the (SMILE) Traffic Committee proposes spending. In my estimation, their proposal would exacerbate rather than solve the traffic problems of the area.

We would appreciate any help the council could provide us, and look forward to working on a solution to this serious safety hazard. As careful as our drivers are, we feel that directing semi-truck traffic by a grade school is asking for a tragedy. We want to avoid that.

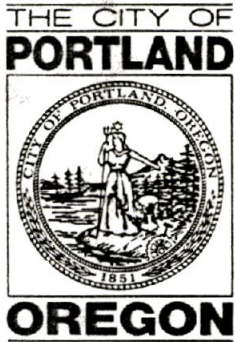
Best regards,


John Normandin
Assistant to the President

JN:tb

4RB3-14.1

SPDak
Marking



June 25, 1980

OFFICE OF
PUBLIC SAFETY

CHARLES JORDAN
COMMISSIONER

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204
503 248-4682

John Normandin
Asst. to the President
Molded Container Corp.
P.O. Box 02096
Portland, OR 97202

Dear Mr. Normandin:

Thank you for your recent letter concerning a traffic problem in the Sellwood area.

You obviously are well aware of the traffic engineering problems related to the routing of trucks on certain streets as well as the safety issue involved.

My office has been contacted by residents in the Sellwood neighborhood who also have concerns about the truck route; some feel the route should be changed and others feel it should stay the way it currently is.

In order to initiate some action with this issue, I am asking the Bureau Chief of Traffic Engineering, Don Bergstrom, to give this problem his attention as soon as possible. Additionally, I have forwarded a copy of your letter to Catherine Sohm of the Sellwood-Moreland League for her information and response. I am asking Mr. Bergstrom to attend to your concern because the issue at hand is under the jurisdiction of Mayor McCready's Office.

I do hope this matter can be resolved in a equitable and satisfactory manner.

Again, thank you for taking the time to write to my office.

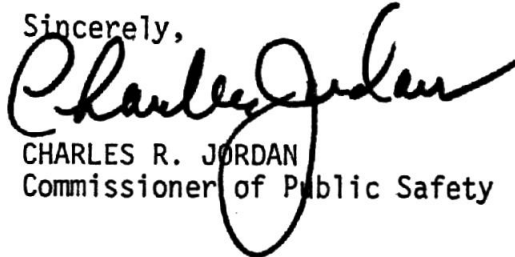
RECEIVED
JUN 26 1980
BUREAU OF
TRAFFIC ENGINEERING

PS

12

*Keep with
T.R.# 9522*

Sincerely,

A handwritten signature in black ink, appearing to read "Charles R. Jordan". The signature is fluid and cursive, with a large loop at the end.

CHARLES R. JORDAN
Commissioner of Public Safety

CRJ:pdj

cc: Don Bergstrom ✓
Mayor McCready (Attn. Bev. Geiger)
S.M.I.L.E.



Molded Container Corporation

Packaging for the Food Industry

8823 S. E. Thirteenth Avenue

P. O. Box 02096

Phone: (503) 233-8601

PORTLAND, OREGON 97202

RECEIVED
JUN 18 AM
OFFICE OF COMMISSIONER
OF PUBLIC SAFETY

June 17, 1980

Commissioner Charles Jordan
1220 S.W. 5th
Portland, Oregon 97204

Dear Commissioner Jordan:

Molded Container Corporation has a problem that has been festering for months, and will ultimately end up in front of the city council for mediation.

The neighborhood is being effectively closed to truck traffic by "No Truck" signs. All but one street has been closed, and that street runs past a hospital and a grade school. You can appreciate the dangers involved with that.

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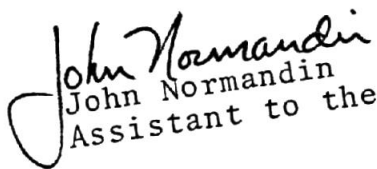
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Molded Container Corporation
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We would appreciate any help the council could provide us, and look forward to working on a solution to this serious safety hazard. As careful as our drivers are, we feel that directing semi-truck traffic by a grade school is asking for a tragedy. We want to avoid that.

Best regards,


John Normandin
Assistant to the President

JLN:tb

URB 317

April 25, 1980

Ms. Clare Moseley
8835 S.E. 16th Pl.
Portland, Oregon 97202

Dear Ms. Moseley:

At the Sellwood-Moreland Improvement League meeting of April 17, 1980, Mrs. Catherine Sohm presented this Bureau a petition with 150 signatures attached requesting "the City of Portland Traffic Engineering Department for a traffic light at the corner of S.E. 17th Ave. and S.E. Linn St., thus enabling Tri-Met to return the Sellwood Bus Line #6 to its original route." It is our understanding that this petition was jointly sponsored by Clyde V. Brummell and yourself.

Mr. Tom Chambers and Mike Kytä, Tri-Met, indicated at this meeting that they would be willing to reroute the bus east on Umatilla, south on 17th and west on Linn St. to 13th. The bus would layover on the south side of Umatilla, immediately west of 16th. This appeared to satisfy the majority of those present and SMILE voted to accept the proposed change as presented.

This route will provide service over the same streets and does not require any traffic signal at 17th and Linn. Tri-Met will implement this plan as soon as the necessary signing is completed, normally one week.

Sincerely,

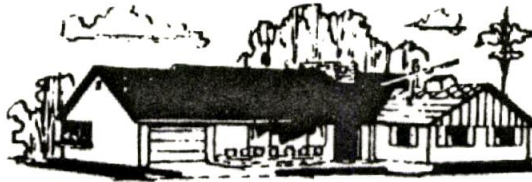
M. J. Martini
Senior Traffic Engineer

MJM:mc

cc: Clyde V. Brummell
Tom Chambers, Tri-Met
Catherine Sohm, SMILE
Shirley Tanzer, Mayor's Office
Steve Dotterrer, Bureau of Planning

- MAINTENANCE
- LEASING
- FINANCING

- COMMERCIAL
AND
- INDUSTRIAL



FROM IDEAS TO MOVE IN, OR REMODEL TO NEW IDEAS

Home Builders Service Center

8435 S.E. 17TH AVENUE
PORTLAND, OREGON 97202

Telephone: 233-4841

March 22, 1980

Mrs. Catherine Sohm, President,
Sellwood-Moreland Improvement League,
S. E. 15th and Spokane,
Portland, Oregon, 97202.

Dear Mrs. Sohm:

Recently, just 10 days ago we noted a change in the Tri-Met Bus service wherein Bus Line No. 6 was serendipitously re-routed.

Previously we had gone along with the experiment on S. E. Linn on a 90 day basis and if this is an example we withdraw any support we previously offered in order to be good neighbors.

This moving off of S. E. 17th has left all of lower Sellwood with no bus service in-bound. Further, we have two medical facilities on S. E. 17th that were specifically established because of the bus service previously given. One being the main State Industrial Accident testing center at 8532 S. E. 17th, many of which are disabled.

Your attention is directed to Federal Status of the National Transportation Act wherein transportation units, such as Tri-Met are specifically charged to notify those citizen effected in an area when bus service is to be revised. Further, Portland City Ordinances also direct that neighborhood input be sought and received before such changes are made.

It is requested that you advise Tri-Met that we business people on S. E. 17th are concerned and that we wish you to hold a public hearing on this matter with Tri-Met in attendance, as well as the Director of the City Traffic Dept.

Mrs. Mosely and I are circulating a petition to establish a light at S. E. Linn, which can be timed or key operated by Tri-Met drivers so they can get onto S. E. 17th. We also wish that the light at S. E. Umatilla be traffic timed so that we on S. E. 17th can get in and out of our businesses. I have appealed to the Assessor's office for a lowered property valuation because of the traffic.

Please advise us of the agenda which we hope will include removing the wasteful fuel use of S. E. Linn.

RECEIVED

APR 1 1980

BUREAU OF
TRAFFIC ENGINEERING

Respectfully yours,

Clyde V. Brummell
Clyde V. Brummell.

cc/Tri-Met
Traffic Engineering.

BUILDING DIVISION — BRUMMELL CONSTRUCTION

Return to 235-1477

URB 3-17.134

March 18, 1980

We the undersigned would like to Petition the City of Portland Traffic engineering Department for a Traffic light at the corner of S.E. 17th Ave. and S.E. Linn St. Thus enabling Tri Met to return the Sellwood Bus Line#6 To it's original route.

NAME

Address

Fumi Okubo 1829 S.W. Morrison St

Rose IKATA 3655 S.E. Main #51

Kymberly L. Bartolone 829 S.E. 15th #45

Connie Trebesch 1331 S.E. Knapp St.

Khieme Rattanasouk 1313 S.E. Nehalem

Margaret Fay 1326 S.E. Lambert

Amelia Chan 2804 S.E. 48th

Melie Stennet 5906 S.E. 42nd.

Helin Hayes 4933 SW Lakeview, Lak. Oswego

Richard Billster 1219 SE Bond St

Barbara Kessler 251 S.W. Cervantes Lake Oswego

Sally Remnick 24901 SE Hwy 224 Boeing 97009

Margaret A Gardner 116 SE 72nd Ave Portland

Giff S. Sitt 470 S SW 45 Portland

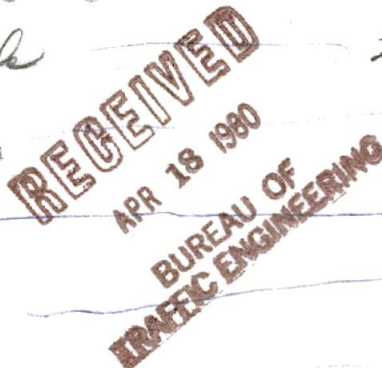
Ruby Hegereth 14300 SE River Rd. Mil, Ore.

9455 SW 4th St Woodsonville OR

Jayne Johansen

un cha Stone 10226 S.E. Long Portland ore 97266

Phan Van Khuong 15418 SE mill main dr 97233 Portland



Lynda Harrison
Rt. 1, Box 12
Hubbard, Or.

Virginia Whitman
15462 S Buckner Cr Rd
Milwaukie Ore. 97042

Patricia Tello
14000 SE Linden Ln.
Milwaukie, Or
97222

Virginia Baker
930 N.W. 25th Pl
Portland, Ore 97210
Monne Phanthamath

1317 S.E. mehlum.
Portland OR. 97202

Jockie Forster
19700 S.E. 32nd
Mil., Ore.

Lien Thi Nguyen
6524 N E Broadway #19
Portland OR 97213

Gaye Blaney
11004 S.E. Wood Ave.
Milwaukie, Or. 97222

LORI BENSON
2621 SE HICKLIN CT
PORTLAND ORE
97060

Kathy Belschwendes
409 -3rd
Oregon City, Or.

R Dore Kirby
7177 SE. Clackamas Rd
Milwaukie Or 97222

Beth Davis
15020 Linden Lane
Milwaukie, Oregon 97222

Esther M Padron
20364 S Homestead Dr
Oregon City Oregon
97045

Estelita Pacini
15607 S.E. High MILWAUKIE
ORE. 97222

Leslie Denny
12625 SE 90
Clackamas, Or. 97015

Mary Ingram
15825 SE River Rd
Milw Oregon 97222

RECEIVED

APR 18 1980

BUREAU OF
TRAFFIC ENGINEERING

Return to 235-1477
Shane Mosely

46

March 18, 1980

We the undersigned would like to Petition the City of Portland
Traffic Engineering Department for a Traffic light at the corner
of S.E. 17th Ave. and S.E. Linn St. Thus enabling Tri Met to
return the Sellwood Bus Line #6 to it's original route.

Anna M Ritz

Kay Reed

Aurelia Weber

Eeta Thomas

Toral Buckley

Zena M. Graham

Guarita Taylor

Hazel M Shade

Helma Thompson

Jewell James

Charlotte Justice

Elizabeth O'Meara

Fran Stauning

Justella Barker

Katherine Dickey

Inene Nazamith

Catherine Quinn

Ethel Baker

Rose Rusis

Hilda Willes

Hazel Robbins

Al D. Nedom

Eugene A. Stuart

John Rupp

X Pearl Musser

Margaret Griffin

Genevieve Gross

Margaret Rusk

Fluence Ellsworth

Mima Potter

Gene Westcott

Alice MacEwen

S Davidson

Bessie Bennett

Evelyn Brockenridge

Mary E. Reed

Mabelle Sandall

Mae Detmering

Joel Rittell

Hesta Dull

Britta Spangle

Halle Monahan

Mary Causey

Rutha Hawken

Opal Steel

Ann Adams

RECEIVED

APR 18 1980

BUREAU OF
TRAFFIC ENGINEERING

46

March 18, 1980

We the undersigned would like to Petition the City of Portland Traffic engineering Department for a Traffic light at the corner of S.E. 17th Ave. and S.E. Linn St. Thus enabling Tri Met to return the Sellwood Bus Line#6 To it's original route.

David J. Laurens	5206 S.E. 17 th Portland Oregon	97202
Irismae Laurens	2405 SE Unatilla #4 Portland Oregon	97202
Gare L. Moreley	8835 S.E. 16 th Place	97202
Jack Laurens	8403 SE 17 th Ave. Portland Oregon	97202
Hugh A. McLaughlin	1742 SE Sherrett	PORT. OR. 97202
Bruce Finucane	Portland Rowing Club #15	
James W. Lutton	8821 S.E. 17 th	Portland 97202
Brenden Hauke	8821 SE 17th	Port 97202
Mabel F. Lacey	8825 S.E. 16 th Place.	Port. 97202
Joe Christman	8837 S.E. 16 th Place	portland 97202
Pam Horne	8837 SE. 16 th Place.	portland 97202
Cynthia A. Christman	8837 SE 16 th Pl.	Portland 97202
Margaret Frederick	945 S.E. Unatilla St.	portland 97202
Annette M. Blackford	8331 S.E. Battin	Portland 97266

RECEIVED

APR 18 1980

BUREAU OF
TRAFFIC ENGINEERING

Return to 235-1477
Glenn Moseley

22

March 18, 1989

We the undersigned would like to Petition the City of Portland
Traffic Engineering Department for a Traffic Light at the corner
of S.E. 17th Ave. and S.E. Linn St. Thus enabling Tri Met to
ret^{urn} the Sellwood Bus Line #6 to it's original route.

Alice Staines = 8025 S.E. 17th Portland
Sigurd Johanno . 6404 S.E. 23rd Apt. 222 "
Audrey M. Higgins 1346 S.E. Sherrett "
Jannie Wheatley 3016 S.E. Boyd St. "
George Zink 11633 N.E. Klickitat Port. 97220
R. H. Kiebelhouse 4848 N.E. 41st Ave. Port. 97211
Ruia Kretzer 7744 S.E. 18th " 97201
Adonna Prozitius 8131 S.E. 16th Portland 97202
K. B. 1450 Laurie St.
Delir Lockhart 1118 S.E. Nehalem City 97202
Mrs Lena Bartholomew 16155 E Lexington St Portland 97202.
Eula Willsey 1555 S.E. Nehalem, Portland.
Rosa K. J. 1209 S.E. Umatilla Portland
Anna Valpiani 1808 S.E. Spokane Portland
Oretta Fulton 55 S.E. Lexington
Esther Graham 9924 S.E. Milwaukee Ave Portland
Leona Day 1437 S.E. Rex St. Portland
Marian H. Hyde 1584 S.E. Lexington St. Portland
Rose Riley 1648 S.E. Rex St. Portland
Mrs. Martha Herr 1028 S.E. Umatilla Portland
Shama B. Rice 1579 S.E. Spokane St Portland
Ella Shinklein 5903 S.E. 18th Portland 97202

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APR 18 1989

BUREAU OF
TRAFFIC ENGINEERING

23

Return to
Steve Morley 235-477

10

March 18, 1980

We the undersigned would like to Petition the City of Portland
Traffic engineering department for a Traffic light at the corner
of S.E. 17th Ave. and S.E. Linn St. Thus enabling Tri Met to
return the Sellwood Bus Line#6 To it's original route.

NAME	ADDRESS	
Cydel Brummell	8435 S.E. 17 - Phone 233-4841	
Bonnie J. Kellar	1228 S.E. Umatilla	232 0977
Ronald D Kellar	1228 S.E. Umatilla	232 0977
Lusty Lilley	8433 SE 17th	232 3505
S.D. Peary	1673 SE CLATSOP	936 9193
Jack Faucett	8403 SE 17th	237-4840
Virginia B. Faucett	8403 S.E. 17th	232-4840
Thomas B. Weiford	8532 S.E. 17th	239-5414
Ein Thiele	8500 S.E. 17th	233-3851
Margaret Brummell	8435 S.E. 17	233-4841

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APR 18 1980

BUREAU OF
TRAFFIC ENGINEERING

10

Return to
Gloria Mossley 135-1477

4

March 18, 1980

We the undersigned would like to Petition the City of Portland
Traffic Engineering Department for a Traffic light at the corner
of S.E. 17th Ave. and S.E. Linn St. Thus enabling Tri Met to
re^{run} the Sellwood Bus Line #6 to it's original route.

Mildred A. Purcell
Donna Holycross
Glen E. Weiland
Donna Lascuta

RECEIVED

APR 18 1980

BUREAU OF
TRAFFIC ENGINEERING

Drug 4

Return to
Glenn Moseley 235-1477

March 18, 1980

We the undersigned would like to Petition the City of Portland
Traffic engineering Department for a Traffic light at the corner
of S.E. 17th Ave. and S.E. Linn St. Thus enabling Tri Met to
return the Sellwood Bus Line#6 To it's original route.

NAME

Address

Ann Webb	1335 A SE Linn St.
Terry Walmer	1729 S.E. Maunon
Sandra Andrus	1626 S.E. Linn
Tom Humphrey	3908 S.E. Alder
Carmel J. Hall	8832 S.E. 16 Linn
Edna Hall	8832 S.E. 16th
Elizabeth Stoltz	1553 S.E. Unakilla St
Fred Graven	8815 S.E. 17th
Beverly Newman	8805 S.E. 16th Place
Erin Melling	1624 S-E-LINN.
Service Barker	1633 S.E. Linn
Billie McFarland	1725 S.E. Linn
Marly Schneider	
Ray Binn	1745 S.E. Clatsop
Re. Winkler	1817 S.E. Clatsop
	100 S.E. McBrat - Milwaukee
	Jenni George
	1625 S.E. Spokane
Margaret Jackson	1624 S.E. Linn
Wileen Nee	1733 S.E. Linn
Lloyd F. Wilson	8605 S.E. 13 Ave
Elizabeth Wilson	8605 S.E. 13 Ave

RECEIVED
APR 18 1980

BUREAU OF
TRAFFIC ENGINEERING

Barbara Eddy
Walter Peggan

2004 SE Umatilla
627 S.E. Manchester

Harriet Evans

2017 S.E. Tenino

Rosemary J Rand
Mayoral L. Parker
John Normandin

2020 S.E. Marion

8807 S.E. 16 Pl.

8823 SE 13th (molded container)

lu

lu
over
lu

April 4, 1980

MEMO TO THE FILES

FROM: Bill Stark

Bill Stark

SUBJECT: SMILE Meeting, April 2, 1980

Catherine Sohm, President of SMILE phoned me April 3, 1980 to inform me of some of the items discussed at their April 2, 1980 monthly meeting.

SMILE is attempting to set up a hearing with Tri-Met on April 17, 1980 to discuss the routing of the Sellwood Bus #6. The bus recently was rerouted east over Umatilla from 13th, south on 16th to Linn, then west on Linn to 13th and then north on 13th for return trip to the downtown mall.

The bus previously traveled south on 13, left onto Linn, east on Linn, left onto 17th, north to Umatilla, then west on Umatilla to 13th. Tri-Met removed the bus off 17th because of the difficult left turn onto 17th and the left turn off 17th at Umatilla.

Ms. Sohm indicated some resident is in the process of submitting a petition to have the bus return to its former routing with a traffic signal proposed at 17th/Linn.

Ms. Sohm indicated that she informed those residents who had not already returned their Linn St. one-way survey cards to not return them until after the April 17th meeting. She wants them to hear a discussion on the Linn trial before they return their cards. She said she would make sure everybody received a notice of this meeting.

Of the 200 cards mailed out, 96 (48%) have been returned. Of these, 46 favored retaining the one-way, 46 wanted it removed and four were undecided.

WES/as

Dec

March 27, 1980

Mrs. Catherine Sohm, President
Sellwood-Moreland Improvement League
7212 S.E. 17th Ave.
Portland, Oregon 97202


Dear Mrs. Sohm,

Enclosed is a sample copy of a letter with return post card which is being mailed to all residents within the area bounded by 13th, Clatsop, 17th, and Ochoco. This is the area affected by the one-way on Linn Street as indicated by the "before" and "after" traffic counts. If a majority of the returned cards (over 50%) favor the existing plan, it will be retained. Any alternate or modified plan would have to be referred to the residents of the affected area before implementing them.

The City Engineer's estimated cost of improving S.E. Ochoco Street between 13th and 17th Avenues is \$725,000 of which \$500,000 is for relocating the Portland Traction Co. tracks.

S.E. Ochoco Street and S.E. 13th Avenue are classified as Local Service Streets. The Transportation Planning Section of the Bureau of Planning indicates that before a street improvement can be considered on Ochoco Street, the classification probably should be changed on both Ochoco and 13th Avenue. The suggested procedure for initiating this reclassification is through the 1980 Neighborhood Needs Report which SMILE would submit later this year. Upon receipt of your Needs Report, the Bureau of Traffic Engineering, Public Works and Planning would make their recommendations to the Planning Commission. The Planning Commission would then submit their findings and recommendations to the City Council.

Sincerely,



Mario J. Martini
Senior Traffic Engineer

MJM/WES/as

cc: Patti Jabobsen ONA

THE CITY OF
PORTLAND



OREGON

March 24, 1980

CONNIE MCCREADY
MAYOR

OFFICE OF
PLANNING AND
DEVELOPMENT

BUREAU OF TRAFFIC
ENGINEERING

D.E. BERGSTROM
CITY TRAFFIC ENGINEER

317 S.W. ALDER ST.
PORTLAND, OR 97204
(503) 248-4295

Dear Sellwood Resident:

On November 14, 1979, the Sellwood-Moreland Improvement League requested that Linn Street be made one-way eastbound between 16th Place and 17th Avenue and one-way westbound between 13th Avenue and 14th Avenue. The intent of this request was to reduce through traffic on Linn Street.

This bureau agreed to implement this proposal for a 3 month trial period following which the residents of the affected areas would be polled regarding their reaction to the test.

Twenty-four hour traffic counts were taken on all east-west streets between Tacoma Street and Ochoco Street before the plan was implemented on December 17, 1979. Counts were taken again in January and March 1980 to determine what effect the one-way had on traffic.

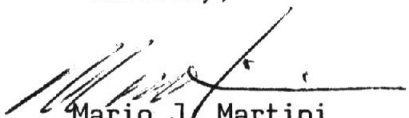
The counts indicated approximately 2,000 vehicles per day reduction on Linn Street, 1,000 vehicles per day increase on Marion Street, and 250 vehicles per day increase on Clatsop Street. There was some minor increase of traffic on 15th and 16th Avenues between Marion and Linn.

Pursuant to the policy of this bureau, we are polling all residents of the area affected by the one-way test on Linn Street.

It is important that you return the enclosed card so that we may determine whether the existing test plan should be retained. If a majority (over 50%) of those polled favor the existing one-way system on Linn Street it will be retained.

If you have any questions, please feel free to contact Mrs. Catherine Sohm, President of SMILE, 7212 S.E. 17th Avenue, 236-7212, or Bill Stark of this bureau at 248-4295.

Sincerely,


Mario J. Martini
Senior Traffic Engineer

MJM/BS/as

enclosure

CHECK ONE ONLY.

I favor retaining one-way on Linn. _____

I favor removing one-way on Linn. _____

Comments: _____

Name: _____

Address: _____

Sample



No Postage Stamp Necessary
Postage Has Been Prepaid By

CITY OF PORTLAND
Bureau of Traffic Engineering
317 S.W. Alder Street
Portland, OR 97204

File

January 23, 1980

N.A. URB3-17
SMILE.

MEMO TO FILE

From: Bill Stark *WES*

Subject: Side Street Traffic Study - S.M.I.L.E.

John Zimmerman (226-8240) Sellwood-Moreland Improvement League, contacted me 1/23/80 regarding a proposal of S.M.I.L.E. to hire Carl Buttke to make a "side street" traffic study in their area. They have a meeting the night of 1/23/80 to discuss this proposal.

Apparently S.M.I.L.E. is proposing to fund the study. Mr. Zimmerman called to inquire if the City would provide the consultant with accident and count data. I informed him that we would allow the consultant to come in and work from our accident and count files.

He also asked if we had funds to install traffic controls (Yield and/or Stop) at some 400 or so intersections. I indicated a cost of \$65 per sign installed; we didn't have that amount budgeted and couldn't do it in the current budget. He then wanted to know if we would do it if S.M.I.L.E. funded it. I replied that S.M.I.L.E. would have to send an official request to the City before we would give them an answer.

WES:mc

[Handwritten signature]

July 10, 1980

MEMORANDUM

TO: Mayor Connie McCready
Attention: Beverly Geiger

FROM: M. J. Martini, Bureau of Traffic Engineering

SUBJECT: Sellwood Moreland Improvement League

This is in response to a letter dated July 3, 1980 from Mrs. Catherine Sohm to Mayor Connie McCready.

The Sellwood-Moreland Improvement League is in the process of obtaining signatures for the adoption of a trial neighborhood diverter plan. This plan was one of three that this Bureau submitted for their approval.

We have contacted Mr. Bernie Wolff, SMILE Transportation Chairman, who has indicated that they will submit this petition within another week. When this petition is received with a majority favoring the plan, this Bureau will validate and set up a 90 day list.

We also contacted Mrs. Catherine Sohm to inquire if she had any specific way that the Council or Mayor's Office could help in their endeavor. She stated the letter was merely to bring the Mayor's Office and Council up-to-date on the events and to relate SMILE's stand on Mr. Normandin's suggestion that S. E. Linn Street be reopened to their trucks. Mr. Normandin is the Vice President of Molded Container Corporation located at 8823 S. E. 13th Avenue.

"No Trucks" signs have been placed on Marion, Clatsop, Sherrett, and Harney at the request of residents. Molded Container Corporation is presently using Umatilla, which is the widest street with the fewest residents.

Mayor's Office

- 2 -

July 11, 1980

We are considering a suggestion to permit Molded Container trucks only on S. E. Linn Street and still maintain the present traffic control limiting traffic volume. We will discuss this matter with representatives of S. E. Linn Street and the Neighborhood Association.

MJM:jjp

ACKED
Catherine Sohn

236 - 7212

marry

You didn't get a hold of Catherine. He wants you to call her and find out what she wants the Council to do. What could we be doing that we aren't doing?

Bill

IMPORTANT MESSAGE

IMPORTANT MESSAGE

FOR _____

DATE _____ TIME _____ A.M.
P.M.

WHILE YOU WERE OUT

M. _____

OF _____

PHONE No. _____

Area Code

Number

Extension

TELEPHONED

PLEASE CALL

CALLED TO SEE YOU

WILL CALL AGAIN

WANTS TO SEE YOU

URGENT

RETURNED YOUR CALL

MESSAGE _____

SIGNED _____

BUREAU OF TRAFFIC ENGINEERING
INTRA-OFFICE ROUTE SLIP

FROM

Stark

DATE

7/10/80

STAFF

BAUER

BERGSTROM

BOLLING

BURDETTE

CARTER

CHOATE

DAVIS

DORN

EVANS

FRANKLIN

HASSETT

JAMES

JAPPORT

KNUDSON

KOENIG

MAGIN

☒ MARTINI

MASCO

MASON

MUIR

NEELY

NISHIKAWA

NOZAKI

PARKS

PHELAN

SPEER

STARK

WELD

WETMORE

WILSON

TRAFFIC SAFETY

PARKING PATROL DIVISION

CIRCULATE

INITIAL

FILE

FOR YOUR INFORMATION

FOR YOUR APPROVAL

ORDER

PREPARE ANSWER (DRAFT)

RETURN TO

SEE ME

INVESTIGATE AND REPORT

PLEASE PROCESS

PLEASE ATTEND

REVIEW AND COMMENT

Bernie Wolff (SMILE Transportation chairman) took out the petition for diverters 6-16-80.

I talked with Bernie (HAM today) & he indicates they should have the petitions completed in another week. He says a July 31 deadline is reasonable for a cut-off.

He thinks allowing Molded Containers to operate on Linn (with stipulations) is a reasonable solution. He will talk with Mr. Johnson & others on Linn and call me back.

10 AM
Thur.

Sellwood-Moreland Improvement League

S. M. I. L. E.

1436 S. E. SPOKANE STREET

PORTLAND, OREGON 97202

July 3, 1980

Mayor Connie McCready
1220 S. W. Fifth Avenue
Portland, Oregon 97202

Dear Mayor McCready:

Thank you for sending me a copy of John Normandin's letter outlining Molded Container's truck access problem and your response. This is a problem we have long been familiar with, and I very much regret that we have been unable to be more helpful to him; but the delays and frustrations we have encountered have made this impossible.

We appreciate the value of Molded Container Corporation to this community, and we very much wish it were possible to secure the ideal solution proposed by Bill Stark at our November 14th meeting -- that their trucks use Ochoco Street. The city owns the right-of-way, but the street is not surfaced and is occupied by railroad tracks. The Traffic Engineer has estimated it would cost \$750,000 to make this street usable.

Our involvement with this problem began in 1978 when the residents of Linn Street appealed to the neighborhood association for help in gaining relief from a serious traffic problem. We appointed a committee which included Mr. Normandin, although I think he only attended one meeting. The residents worked for almost a year with the neighborhood and the Traffic Engineer's office, and submitted their recommendations in September of 1979. These were adopted by SMILE and forwarded to the Traffic Engineer, as outlined in the enclosed correspondence.

The Traffic Engineer disapproved our proposal. This was reported to a special SMILE meeting on traffic in November. The membership voted to request that at least part of our plan be tried for three months, and the one-way signs went up on Linn on December 17, 1979. Counts were taken by the Traffic Engineer prior to that time, and again in March of 1980, and in March of 1980 ballots were mailed to the residents for a vote on retaining the one-way signs.

By this time a change in the Tri-Met bus route had been ordered because of the difficulty of turning onto 17th Street during rush hours, upsetting schedules. The residents of Marion Street had been complaining, various petitions were being circulated, and it seemed advisable to have another special meeting on traffic. This was held on April 17th with Bill Stark and Mario Martini present from the Traffic Engineer's office, along with representatives from Tri-Met, the City Planning Bureau's Transportation section, and the Mayor's office.

A proposed change in the bus route was approved unanimously. Further discussion on the Linn Street problem brought out SMILE's conviction that our plan could be effective if the second part of it were allowed. Bill Stark said this would require

Call Rev. Status Report & Rec. to Mayor's
Office by Fri

11B 5-19.1

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JUL 8 1980
BUREAU OF
TRAFFIC ENGINEERING

July 3, 1980

polling all residents within 200 feet of the restricted streets. This we agreed to do and asked the Traffic Engineer's representatives to write us specific instructions on the area to be surveyed and the form of petition needed.

After waiting three weeks for this instruction, we were informed by Mr. Bergstrom that he had submitted our proposal to the Police Bureau and had been informed that they did not care to enforce a limited restriction such as the "no left turn at rush hours only." He further stated that he was instructing his staff to prepare alternate proposals within a week.

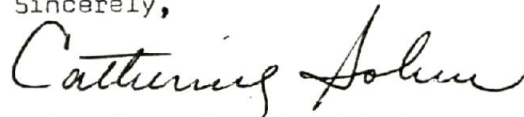
During that week his staff posted "No Truck" signs on Marion, Clatsop and Sherrett Streets. This was not done at SMILE's request, and we sympathize with the problem it presented Molded Container. Some members of our committee have felt that truck traffic should stick to arterial streets, as suggested in Mr. Martini's letter of November 9th. We were not informed that Mr. Normandin had been requested by the Traffic Engineer to avoid 13th, Tacoma and 17th Streets. He was indeed left with no alternative but Umatilla, passing the hospital and the school playground (part of which is fenced.)

Three alternative plans were offered by the Traffic Engineer. One called for "one way out" signs on Marion, Clatsop and Sherrett Streets and four-way stops at 15th and 16th on Umatilla. The second called for installation of three diverters on Marion, Clatsop and Sherrett at a cost of \$45,000 each, with the same 4-way stops and 2-way stops added at 15th and 16th and Tenino. The third called for a maze of stop signs throughout the area. The committee felt the diverter alternate would be the most effective and easiest for the local residents to live with, and we are now in process of polling the entire area to see whether residents want to try it for three months.

Mr. Normandin's suggestion that Linn Street be reopened to through traffic would be more convenient for him, but would also allow the 2800 vehicles per day to pour down that narrow street and bring us right back to the position when Linn Street residents first came to SMILE for help. The expenditure for diverters which he deplores was not sought by SMILE, but was proposed by the Traffic Engineer. All we ever asked for was a few signs and a traffic signal, none of which were approved.

SMILE also would appreciate any help the Council can give to solve this problem without asking Linn Street residents to assume the whole burden of commuter traffic determined to reach the Sellwood Bridge while avoiding the traffic light at 17th and Tacoma.

Sincerely,



Catherine Sohm, President

cc: Commissioner Jordan
Don Bergstrom
John Normandin

September 27, 1979

Mr. Don Bergstrom, Traffic Engineer
City of Portland
420 S. W. Main Street
Portland, Oregon 97204

Attention: Bill Stark

Dear Sir:

The Transportation Committee of SMILE, chaired by Bernard Wolff, has been meeting with the residents of S. E. Linn Street for some time in response to their request for help in solving a difficult traffic problem caused by commuter traffic using a narrow residential street as a short cut during rush hours. Mr. Stark has participated in some of their discussions. They have agreed on the following proposal, which the membership of SMILE approved at their September meeting:

1. One way east on S.E. Linn between 16th Place and 17th Street
2. One way west on S.E. Linn between 14th and 13th Avenues.
3. Part time restrictions on left turns to be posted in view of the traffic proceeding north on S.E. 17th Avenue between Linn and Tacoma Streets during the hours between 7:00 a.m. and 9:00 a.m.
4. Part time restrictions on left turns to be posted in view of the traffic proceeding south on S.E. 13th Avenue between Tacoma and Linn Streets during the hours between 4:00 p.m. and 6:00 p.m.
5. That the one way designations and part time restrictions be made on a trial basis, and that the trial period be long enough to collect accurate data on its effects.

We request that your office seriously consider the proposal of the residents and our committee, and we hope you will see fit to implement it for the trial period requested.

Sincerely yours,

Catherine Sohm
President

cc: Bernard Wolff



DEPT. OF FINANCE
AND ADMINISTRATION

MAYOR

Connie McCready

BUREAU OF TRAFFIC
ENGINEERING

D E BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR 97204
503/248 4295

November 9, 1979

Ms. Catherine Sohm, President
Sellwood-Moreland Improvement League
7212 S.E. 17th Avenue
Portland, Oregon 97202

Dear Ms. Sohm:

This bureau has reviewed the proposal of S.M.I.L.E. to install the following traffic controls on a trial basis:

1. Make Linn Street one-way westbound between 13th Ave. and 14th Ave. and one-way eastbound between 16th Place and 17th Avenue.
2. Install "NO LEFT TURN - 7 A.M. to 9 A.M." for northbound traffic on S.E. 17th Ave. at all intersections from Linn to Tenino (7 intersections).
3. Install "NO LEFT TURN - 4 P.M. to 6 P.M." for southbound traffic on S.E. 13th Ave. at all intersections from Tenino to Linn (7 intersections).

Before implementing any neighborhood request, it must first be determined that the traffic problem will not be moved to another local residential street. It is easy to improve the situation on any one street, but that traffic will have to go somewhere else. If that traffic is moved onto an arterial street then we don't consider that a problem.

We believe the proposals for alleviating the traffic on Linn Street would only transfer the traffic onto adjacent local residential streets. The proposed one-way sections on Linn we feel would transfer most of that traffic to Marion Street.

Ms. Catherine Sohm

Nov. 9, 1979

Page 2

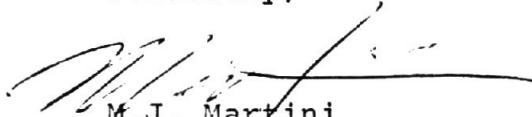
The part time restriction on left turns would require strict enforcement in order to be effective. Experience with the Barbur Blvd. bus lanes where all left turns are prohibited during the A.M. and P.M. peak traffic hours indicates that motorists are ignoring the signs. The Police Bureau just doesn't have the man power to enforce the signs. This would also apply to 13th and 17th.

The left turn prohibitions would not keep traffic off the cross streets, particularly on S.E. 13th where we feel some traffic would travel south on 9th or 11th, then proceed east on Marion or Linn to 17th. Some traffic undoubtedly would travel through Garthwick.

It is our considered opinion that SMILE'S proposed method for eliminating traffic on S.E. Linn Street would only transfer the problem to other local streets. This bureau therefore recommends against a trial of the one-way designations and part time left turn restrictions.

This bureau appreciates the time S.M.I.L.E. has devoted to this study. We welcome your proposals and are open to any new suggestions.

Sincerely,



M.J. Martini
Senior Traffic Engineer

CC: Bernard Wolff

MJM:WES:jc

Sellwood-Moreland Improvement League

S. M. I. L. E.

1436 S. E. SPOKANE STREET

PORTLAND, OREGON 97202

November 5, 1979

Dear Member:

Four traffic problems have been brought to our attention by residents and by the Bureau of Traffic Engineering. In order to allow all interested parties to be heard, and to determine a recommendation to make to the Traffic Engineer in each situation, a special meeting will be held on

Wednesday, November 14th
Sellwood Community Center
7:30 p.m.

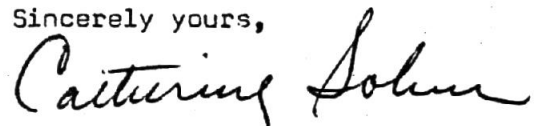
The problems to be addressed are:

1. S.E. Linn Street between 13th and 17th, and adjacent streets. The Traffic Engineer has questioned the plan submitted by our Transportation Committee.
2. Residents of S. E. 15th, Carlton and Tolman have petitioned for "No Truck" signs to be installed on Henry, Tolman and Carlton Streets.
3. Residents of S.E. 14th have petitioned to have S.E. 14th Avenue from Bybee to Rural (one block) designated one way going south.
4. Lionel Church, Chairman of the Board of Quayside Condominium, has requested that "No Parking" signs be placed on the east side of S.E. 9th Avenue from Tacoma to S.E. Webster, and that 9th Avenue be designated a through street with stop signs on all cross streets.

Notice of the meeting will be published in the usual way, and we are attempting to notify residents of the immediate areas by mail. Everyone who lives, works, owns property or maintains a business in the Sellwood-Moreland area is a member of SMILE and is entitled to vote.

Representatives of the Traffic Engineer will be present, and you are encouraged to discuss your concerns and to hear the City's point of view.

Sincerely yours,



Catherine Sohm, President

November 23, 1979

Mr. M. J. Martini
Senior Traffic Engineer
Bureau of Traffic Engineering
420 S. W. Main Street
Portland, Oregon 97204

Dear Mr. Martini:

Your letter of November 9th recommending against trial of our proposals on Linn Street was read to a special meeting called on November 14th to consider this and other traffic problems. The membership, and particularly the committee which devoted a great many hours to developing the suggestions, found your response extremely frustrating.

Bill Stark of your department was present and suggested the development of Ochoco Street between 13th and 17th Avenues as a possible solution. This would involve moving the railroad tracks, and would provide a two-lane street with no parking permitted and a signal at 17th and Ochoco. We would be happy to see this take place, but recognize that its benefits could not be realized for months at best, and probably years. Another suggestion was to make Linn and Marion a one-way grid. This was not discussed at length, but was not ruled out.

The membership voted to request your department to reconsider making Linn Street one-way westbound between 13th Avenue and 14th Avenue and one-way eastbound between 16th Place and 17th Avenue on a three-month test basis.

A particular concern expressed was a need for a traffic signal on 17th between Tacoma and Ochoco (preferably to make the existing pedestrian signal at Umatilla a full signal) to provide a break in the traffic flow to enable cars to enter from east and west, or at the very least to prohibit rightturns on red from Tacoma so the signal there would provide some control. Please advise whether further steps are necessary to formalize this request.

The petitions for "No Trucks" signs on Henry, Tolman and Carlton Streets were discussed and some misunderstandings clarified as to what exceptions might be permissible. The membership then voted to approve this request.

The petition to make S.E. 14th Avenue one way going south between Bybee and Rural was approved. Opposition to this request appeared to come from one individual only, and her neighbors did not appear to agree that it would cause her undue hardship

The request of Mrs. Helen Schauermann and Lionel Church to designate "No Parking" on the east side of 9th Avenue from S.E. Tacoma to S.E. Webber, and to install stop signs on all cross streets, was soundly defeated. There are many 25 ft. lots along that street with no room for off-street parking, and great concern was expressed for the safety of children if the street was made a through street. A letter was read from Peter J. McNeill suggesting that the residents of the Quayside Condominium use Linn Street to 13th Avenue, which provides signalized access to Tacoma, and there was substantial agreement expressed with this suggestion. I have asked Bernard Wolff, chairman of our Transportation Committee, to remain in touch with the residents of 9th Avenue and keep SMILE informed of future developments there.

Sincerely yours,

Catherine Schm
President

cc: Bill Stark
Bernard Wolff



DEPT. OF FINANCE
AND ADMINISTRATION

MAYOR
Connie McCready
BUREAU OF TRAFFIC
ENGINEERING

D.E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR 97204
503/248-4295

December 14, 1979

Ms. Catherine Sohm, President
Sellwood-Moreland Improvement League
7212 S. E. 17th Avenue
Portland, Oregon 97202

Dear Ms. Sohm:

In response to the S.M.I.L.E. meeting attended by Bill Stark, November 14, 1979 and your follow-up letter dated November 23, 1979, we offer the following comments:

Linn Street:

We still are of the opinion that the implementation of the one-way on Linn will only transfer the traffic to Marion. However, based upon the assurance from S.M.I.L.E. that there is unanimous support for this 3 month trial, we are proceeding with the implementation of making Linn Street one-way westbound between 13th Avenue and 14th Avenue and one-way eastbound between 16th Pl. and 17th Avenue.

This is tentatively scheduled for Monday, December 17, 1979. The Sellwood bus (#6) will be rerouted over Marion Street and 15th Avenue, which necessitates the removal of 50' of parking on the south side of Marion, immediately east of 13th.

We are requesting the City Engineer to develop a cost estimate for the development of Ochoco Street between 13th and 17th as an alternate solution to the neighborhood traffic problem on Linn.

17th/Umatilla Traffic Signal:

The existing pedestrian signal at this intersection provides for school children and other pedestrians to cross 17th Avenue. In order to justify a full signal, minimum traffic volumes and/or accident warrants must be met.

The minimum volume warrant is 750 vehicles per hour for 8 hours on 17th and 75 vehicles per hour for the same 8 hours on Umatilla. While 17th met this warrant for 12 hours of the day, Umatilla did not meet the warrant for any hour of the day, with only 45 vehicles entering in the highest hour.

The accident warrant is met if there are 5 accidents in a 12 month period of types susceptible of correction by a traffic signal. There were 4 accidents reported in the period between January 1, 1976 and June 30, 1979 (3-1/2 years) none of which were susceptible of correction by a full signal.

The City has a long list of unsignalized intersections that meet the minimum warrants for signalization. It is from this list each year that signals are proposed for inclusion in the budget. Based on current traffic conditions, this bureau would have to recommend against full signalization at 17th/Umatilla.

17th/Tacoma - No Turn on Red:

The major cause for the traffic on Linn Street is the congestion at this intersection. There is a heavy left turn northbound from 17th onto Tacoma and an even heavier right turn eastbound from Tacoma onto 17th. There is a separate left turn phase for northbound 17th traffic, which provides 18 seconds of green. During this same time, eastbound Tacoma traffic can make a right turn on red after stopping, without any legal conflict with pedestrians or other vehicles.

The existing left turn signal was installed July 15, 1976 at the request of S.M.I.L.E. Anything we do that increases congestion and reduces capacity at this intersection will force more traffic onto the neighborhood streets.

In view of the heavy right turn from Tacoma to 17th, we feel the proposed "No Turn on Red" would not be in the best interest of either the motoring public or the neighborhood. We, therefore, recommend that "No Turn on Red" signs not be installed.

"No Truck" Signs:

The "No Trucks" symbol signs have been installed on Henry, Tolman, Carlton and 15th. We have indicated to Mr. Dunlap, Rush Ashbrook, that we will monitor his situation on Tolman to determine whether it is working out.

S. E. 14th Avenue, One-Way Southbound between Bybee and Rural:

After reviewing traffic conditions, it appears the majority of the users of this block are residents familiar with the intersection of Bybee and 14th. Because of this familiarity, they have a choice of entering either end of the block and are not forced to enter Bybee from 14th.

December 14, 1979

A review of the accidents reported between January 1, 1973 and June 30, 1979 (6-1/2 years) indicated no accidents involving vehicles entering Bybee from the south side at 14th Avenue. A 24 hour traffic count taken December 13, 1979 indicated 115 vehicles on 14th between Bybee and Rural.

We investigated the opposition to the one-way presented by Mr. and Mrs. Albert Schwartz, 1325 S. E. Rural. Their driveway is located on the west side of 14th, north of Rural. They are concerned with having to enter 14th from Bybee, particularly the right turn when coming off the curve from 13th.

With the present traffic control, the residents have a choice of how they enter this block. The accident history does not reveal an accident problem. Traffic in this block is extremely light. We, therefore, don't propose to make this block one-way until there is evidence there is a real traffic problem and/or we receive a request signed by 100% of the residents within this block.

S. E. 9th Avenue:

In view of the strong opposition presented by the residents of 9th Avenue, this Bureau notified Mrs. Helen Schavermann by letter that we do not propose to prohibit parking or make 9th a through street between Tacoma and Webber Street. We will review traffic conditions in this area after the Portarbour project is fully developed.

Sincerely,



M. J. Martini
Sr. Traffic Engineer

WES:jjp

cc: Mayor McCreedy's Office



CONNIE McCREADY
MAYOR

OFFICE OF
PLANNING AND
DEVELOPMENT

BUREAU OF TRAFFIC
ENGINEERING

D E BERGSTROM
CITY TRAFFIC ENGINEER

317 S.W. ALDER ST
PORTLAND, OR 97204
(503) 248-4295

March 27, 1980

Mrs. Catherine Sohm, President
Sellwood-Moreland Improvement League
7212 S.E. 17th Ave.
Portland, Oregon 97202

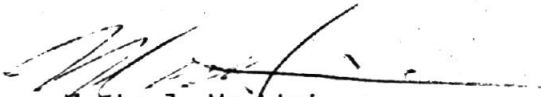
Dear Mrs. Sohm,

Enclosed is a sample copy of a letter with return post card which is being mailed to all residents within the area bounded by 13th, Clatsop, 17th, and Ochoco. This is the area affected by the one-way on Linn Street as indicated by the "before" and "after" traffic counts. If a majority of the returned cards (over 50%) favor the existing plan, it will be retained. Any alternate or modified plan would have to be referred to the residents of the affected area before implementing them.

The City Engineer's estimated cost of improving S.E. Ochoco Street between 13th and 17th Avenues is \$725,000 of which \$500,000 is for relocating the Portland Traction Co. tracks.

S.E. Ochoco Street and S.E. 13th Avenue are classified as Local Service Streets. The Transportation Planning Section of the Bureau of Planning indicates that before a street improvement can be considered on Ochoco Street, the classification probably should be changed on both Ochoco and 13th Avenue. The suggested procedure for initiating this reclassification is through the 1980 Neighborhood Needs Report which SMILE would submit later this year. Upon receipt of your Needs Report, the Bureau of Traffic Engineering, Public Works and Planning would make their recommendations to the Planning Commission. The Planning Commission would then submit their findings and recommendation to the City Council.

Sincerely,


Mario J. Martini
Senior Traffic Engineer

MJM/WES/as

cc: Patti Jacobsen ONA
Carol Chislett Mayor's Office

THE CITY OF
PORTLAND



OREGON

March 24, 1980

CONNIE MCCREADY
MAYOR

OFFICE OF
PLANNING AND
DEVELOPMENT

BUREAU OF TRAFFIC
ENGINEERING

D E BERGSTROM
CITY TRAFFIC ENGINEER

317 SW ALDER ST
PORTLAND OR 97204
(503) 248-4295

Dear Sellwood Resident:

On November 14, 1979, the Sellwood-Moreland Improvement League requested that Linn Street be made one-way eastbound between 16th Place and 17th Avenue and one-way westbound between 13th Avenue and 14th Avenue. The intent of this request was to reduce through traffic on Linn Street.

This bureau agreed to implement this proposal for a 3 month trial period following which the residents of the affected areas would be polled regarding their reaction to the test.

Twenty-four hour traffic counts were taken on all east-west streets between Tacoma Street and Ochoco Street before the plan was implemented on December 17, 1979. Counts were taken again in January and March 1980 to determine what effect the one-way had on traffic.

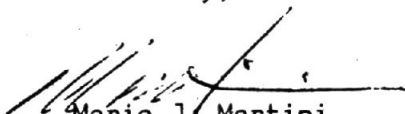
The counts indicated approximately 2,000 vehicles per day reduction on Linn Street, 1,000 vehicles per day increase on Marion Street, and 250 vehicles per day increase on Clatsop Street. There was some minor increase of traffic on 15th and 16th Avenues between Marion and Linn.

Pursuant to the policy of this bureau, we are polling all residents of the area affected by the one-way test on Linn Street.

It is important that you return the enclosed card so that we may determine whether the existing test plan should be retained. If a majority (over 50%) of those polled favor the existing one-way system on Linn Street it will be retained.

If you have any questions, please feel free to contact Mrs. Catherine Sohm, President of SMILE, 7212 S.E. 17th Avenue, 236-7212, or Bill Stark of this bureau at 248-4295.

Sincerely,


Mario J. Martini
Senior Traffic Engineer

MJM/BS/as

enclosure

Sellwood-Moreland Improvement League

S. M. I. L. E.

1436 S. E. SPOKANE STREET

PORTLAND, OREGON 97202

ANNOUNCES A SPECIAL MEETING

THURSDAY - April 17, 1980

7:30 P.M.

AT MORELAND PRESBYTERIAN CHURCH
FELLOWSHIP HALL - 18th & BYBEE

To Discuss

- ① The change in the Sellwood Bus route. ✓
- ② Results of the 3 month experimental program
on LINN Street ✓
- ③ NEED for a stop light at 17th and LINN. ✓

REPRESENTATIVES OF: TRI-MET

CITY TRAFFIC ENGINEER
PLANNING COMMISSION
MAYOR'S OFFICE

Will be present. We will look at possible options
and welcome suggestions for solutions or improve-
ments to our traffic problems.

Come and bring your neighbors.

4RB 3-19.1

10 AM
Thur.

Sellwood-Moreland Improvement League

S. M. I. L. E.

1436 S. E. SPOKANE STREET

PORTLAND, OREGON 97202

July 3, 1980

Mayor Connie McCreedy
1220 S. W. Fifth Avenue
Portland, Oregon 97202

Dear Mayor McCreedy:

Thank you for sending me a copy of John Normandin's letter outlining Molded Container's truck access problem and your response. This is a problem we have long been familiar with, and I very much regret that we have been unable to be more helpful to him; but the delays and frustrations we have encountered have made this impossible.

We appreciate the value of Molded Container Corporation to this community, and we very much wish it were possible to secure the ideal solution proposed by Bill Stark at our November 14th meeting -- that their trucks use Ochoco Street. The city owns the right-of-way, but the street is not surfaced and is occupied by railroad tracks. The Traffic Engineer has estimated it would cost \$750,000 to make this street usable.

Our involvement with this problem began in 1978 when the residents of Linn Street appealed to the neighborhood association for help in gaining relief from a serious traffic problem. We appointed a committee which included Mr. Normandin, although I think he only attended one meeting. The residents worked for almost a year with the neighborhood and the Traffic Engineer's office, and submitted their recommendations in September of 1979. These were adopted by SMILE and forwarded to the Traffic Engineer, as outlined in the enclosed correspondence.

The Traffic Engineer disapproved our proposal. This was reported to a special SMILE meeting on traffic in November. The membership voted to request that at least part of our plan be tried for three months, and the one-way signs went up on Linn on December 17, 1979. Counts were taken by the Traffic Engineer prior to that time, and again in March of 1980, and in March of 1980 ballots were mailed to the residents for a vote on retaining the one-way signs.

By this time a change in the Tri-Met bus route had been ordered because of the difficulty of turning onto 17th Street during rush hours, upsetting schedules. The residents of Marion Street had been complaining, various petitions were being circulated, and it seemed advisable to have another special meeting on traffic. This was held on April 17th with Bill Stark and Mario Martini present from the Traffic Engineer's office, along with representatives from Tri-Met, the City Planning Bureau's Transportation section, and the Mayor's office.

A proposed change in the bus route was approved unanimously. Further discussion on the Linn Street problem brought out SMILE's conviction that our plan could be effective if the second part of it were allowed. Bill Stark said this would require

RECEIVED
JUL 8 1980
BUREAU OF
TRAFFIC ENGINEERING

Stuk

October 20, 1978

TO: Mayor's Office
ATTN: Elaine Howard

FROM: M. J. Martini, Bureau of Traffic Engineering

SUBJECT: Molded Container Corporation Trucks
S.E. Linn St.-13th Ave. to 17th Ave.

S.E. Linn St. between 13th Ave and 17th Ave. is signed for NO TRUCKS. Molded Container Corporation, 8823 S.E. 13th Ave., extends from 11th Ave. to 13th Ave. and is bordered by Linn St. on the north and the Waverly Country Club on the south. Their loading dock is on the 11th St. end of their building. They have a warehouse in the old Hudson House building on Ochoco St., east of 17th St.

Molded Container has a letter from this Bureau dated July 22, 1976 signed by M. J. Martini which authorizes them to use trucks on Linn St. between 11th Ave. and 13th Ave. They are currently operating four to six trucks daily on Linn St. between 13th Ave. and 17th Ave. hauling between their plant and warehouse.

Mr. John Normandin, Molded Container Corporation, requested this Bureau to authorize the routing of their trucks on Linn between 13th and 17th Ave. We indicated we would authorize it if he could get a 60% majority of the residents in favor. Mr. Normandin has indicated the residents don't want any trucks in the neighborhood. Molded Container would like to remain at their present location but has stated they might relocate if they can't get the truck complaints solved. They employ 175 to 185 people and have an annual payroll well over \$1,000,000.


Linn between 13th and 17th Ave. is approximately 1500 feet long. Tri-Met buses operate over it daily. Molded Container is opposed to operating over the 13th-Tacoma-

URB - 3-17
Sellwood-Moreland

June 2, 1980

MEMORANDUM

TO: The File

FROM: Bill Stark 

SUBJECT: SMILE Transportation Committee Meeting

On Wednesday, May 28, 1980, 7:30 p.m. I met with the Sellwood-Moreland Improvement League Transportation Committee at the residence of Ms. Gene Johnson, 1581 S. E. Linn Street. Those in attendance were:

Ms. Catherine Sohm, President of SMILE
7212 S. W. 17th Avenue

Bernard R. Wolff, Chairman of Transportation Committee
7524 S. E. 19th Avenue

Jon Ziady, 1604 S. E. Linn Street

Ms. Gene Johnson, 1581 S. E. Linn

Tom Devanney, 8735 S. E. 15th Avenue

The first item discussed was the alternatives to the present one-way system on Linn between 13th and 17th (see attached sketches). Although alternate #1 would be the most effective in keeping through traffic out of the neighborhood, they felt it would be the hardest to sell. Alternate #2 was the plan this group favored. They felt Alternate #3 (Stop signs) would be the least effective of the three presented.

Ms. Johnson asked about using mandatory turn signs in place of diverters on Alternate #2 in order to reduce the cost. I indicated our experience has been that there is considerable violation of signs alone and we want a design which basically is self-enforcing. They also asked about using signs only on Alternate #1, same as we now have on Linn. I indicated this is something we could discuss later.

Ms. Sohm brought up a concern that John Normandin, Molded Container Corp., 8823 S. E. 13th, had brought to her attention. Since the City installed "No Trucks" symbol signs on Linn, Marion, Clatsop and Sherrett (5-15-80), his trucks were using Umatilla between 13th and 17th, as opposed to using Tacoma.

His drivers do not like this route since it took them by Sellwood School and Woodland Park Mental Health Center (1400 S. E. Umatilla). They used Linn in the past until one-way was installed in December 1979 following which they moved on to Marion.

Ms. Sohm said SMILE did not approve these signs and asked why I had them installed. I indicated I had numerous complaints from Marion Street residents and since we haven't removed the one-way on Linn, which was officially turned down on the ballot, I ordered them in, at least until we get some plan resolved for the through traffic problem.

Ms. Johnson, who seems quite paranoid about trucks and traffic in general, was quite adamant about keeping trucks out of all neighborhoods, even if it meant that Molded Container had to move.

No solution was agreed upon by this group. Attached is an October 20, 1978 memo to the Mayor's Office regarding this matter.

A sample copy of a petition form for requesting a traffic control plan, along with a map of the area to be canvassed, was given to Ms. Sohm (see attached). I agreed that Andover Pl. between Exeter Dr. and St. Andrews Dr. in Garthwick Add. would not be included in the area to be petitioned, since it is not apt to be affected by any of the proposed plans.

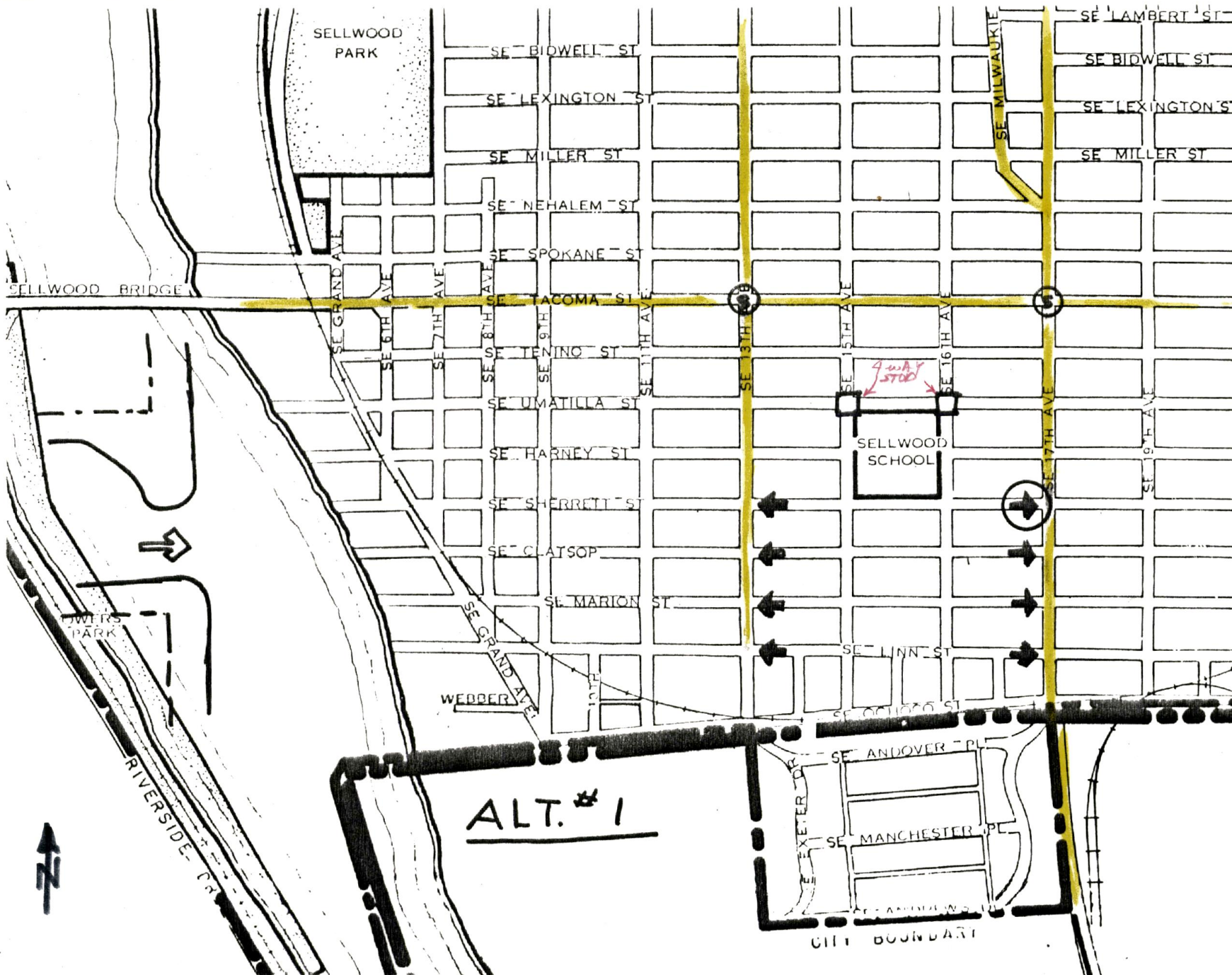
I informed them that any traffic plan involving diverters would require that all residents and/or property owners be contacted by SMILE with a 50% majority approval before we would consider implementing on a 3 months trial basis. Following the trial they would again be required to canvas the area and bring in a 50% majority favoring the plan before it went to Council for final approval and funding.

Three proposed plans for controlling the traffic generated by the Portarbour Project (former Anchorage) were discussed (see attached sketches). Since there was no one from that area at the meeting, they felt they needed another meeting with members from both areas to review and make recommendations, east and west of 13th Avenue.

I agreed and strongly suggested they get people on the Committee who represent a cross section of the affected area with members from both business and residential.

In conclusion, I told them that they had to get moving on the Linn Street problem, since the existing one-way plan has been rejected and we can't leave it in much longer.

WES:jjp



SELLWOOD
PARK

SE BIDWELL ST

SE LEXINGTON ST

SE MILLER ST

SE NEHALEM ST

SE SPOKANE ST

SE TACOMA ST

SE TENINO ST

SE UMATILLA ST

SE HARNEY ST

SE SHERRETT ST

SE CLATSOP

SE MARION ST

SE LINN ST

SE ANDOVER PL

SE MANCHESTER PL

SE ANIMAS ST

SE 19TH AVE

SE 18TH AVE

SE 17TH AVE

SE 16TH AVE

SE 15TH AVE

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SE -243RD AVE

SE -244TH AVE

SE -245TH AVE

SE -246TH AVE

SE -247TH AVE

SE -248TH AVE

SE -249TH A



RIVERSIDE CA

POWERS PARK

SELLWOOD BRIDGE

SELLWOOD PARK

ALT #2

WEDDER

SE GRAND AVE

SE GRAND AVE

SE 6TH AVE

SE 7TH AVE

SE 8TH AVE

SE 9TH AVE

SE 10TH AVE

SE 11TH AVE

SE 12TH AVE

SE 13TH AVE

SE 14TH AVE

SE 15TH AVE

SE 16TH AVE

SE 17TH AVE

SE 18TH AVE

SE 19TH AVE

SE 20TH AVE

SE 21ST AVE

SE 22ND AVE

SE NEHALEM ST

SE MILLER ST

SE LEXINGTON ST

SE BIDWELL ST

SE MILWAUKEE

SE MILLER ST

SE LEXINGTON ST

SE BIDWELL ST

SE LAMBERT ST

SE CLAYSON

SE SHERRILL ST

SE HARNEY ST

SE UMATILLA ST

SE LACOMA ST

SE SPOKANE ST

SE MARION ST

SELLWOOD SCHOOL

SE EXETER DR
SE MANCHESTER PL
SE ANDOVER PL
SE LINN ST
SE TOLSON ST
SE DOUGLASS ST

diagonal

diagonal

4 way stop

2 way stop



RIVERSIDE PARK

OWERS PARK

STILLWOOD BRIDGE

SELLWOOD PARK

ALT #3

2-WAY STOP
4-WAY STOP

WEDDER AVE

SE GRAND AVE

SE 6TH AVE

SE 7TH AVE

SE 8TH AVE

SE 9TH AVE

SE 10TH AVE

SE 11TH AVE

SE 12TH AVE

SE 13TH AVE

SE 14TH AVE

SE 15TH AVE

SE 16TH AVE

SE 17TH AVE

SE 18TH AVE

SE 19TH AVE

SE 20TH AVE

SE 21ST AVE

SE 22ND AVE

SE CLATSOP

SE STEPHENS

SE HARNEY

SE UMATILLA

SE TENING

SE SPOKANE

SE NEHALEM

SE MILLER

SE LEXINGTON

SE BIDWELL

SE LAMBERT

SE MARION

SE LINN

SE ANDOVER

SE MANCHESTER

SELLWOOD SCHOOL

SE MILWAUKIE

SE MILLER ST

SE LEXINGTON ST

SE BIDWELL ST

SE LAMBERT ST

CHIL DOWNTOWN

Stark

October 20, 1978

TO: Mayor's Office
ATTN: Elaine Howard

FROM: M. J. Martini, Bureau of Traffic Engineering

SUBJECT: Molded Container Corporation Trucks
S.E. Linn St.-13th Ave. to 17th Ave.

S.E. Linn St. between 13th Ave and 17th Ave. is signed for NO TRUCKS. Molded Container Corporation, 8823 S.E. 13th Ave., extends from 11th Ave. to 13th Ave. and is bordered by Linn St. on the north and the Waverly Country Club on the south. Their loading dock is on the 11th St. end of their building. They have a warehouse in the old Hudson House building on Ochoco St., east of 17th St.

Molded Container has a letter from this Bureau dated July 22, 1976 signed by M. J. Martini which authorizes them to use trucks on Linn St. between 11th Ave. and 13th Ave. They are currently operating four to six trucks daily on Linn St. between 13th Ave. and 17th Ave. hauling between their plant and warehouse.

Mr. John Normandin, Molded Container Corporation, requested this Bureau to authorize the routing of their trucks on Linn between 13th and 17th Ave. We indicated we would authorize it if he could get a 60% majority of the residents in favor. Mr. Normandin has indicated the residents don't want any trucks in the neighborhood. Molded Container would like to remain at their present location but has stated they might relocate if they can't get the truck complaints solved. They employ 175 to 185 people and have an annual payroll well over \$1,000,000.

Linn between 13th and 17th Ave. is approximately 1500 feet long. Tri-Met buses operate over it daily. Molded Container is opposed to operating over the 13th-Tacoma-

Mayor's Office
October 20, 1978

Page 2

17th route because of the extreme tight right angle turns at both 13th/Tacoma and 17th/Tacoma. This bureau must agree that these turns are hazardous because of insufficient right of way to provide adequate turning radius for trucks.

Routing Molded Container Corporation trucks over 13th/Tacoma-17th would add 3,600 feet (0.7 mile) of travel to each trip between their plant and warehouse. This would add seven miles of travel assuming 10 trips per day. However this Bureau would recommend the longer route if there was adequate turning room at 13th/Tacoma and 17th/Tacoma intersections.

It is the recommendation of this Bureau that Molded Container Corporation be authorized to operate their trucks on Linn St. between 13th Ave. and 17th Ave. subject to the following conditions:

1. Hours of operation shall be limited to 8 a.m.--5 p.p., Monday through Friday.
2. Maximum speed of 20 MPH.

The existing "NO TRUCKS" symbol signs would remain on this section of Linn St. and all other through truck traffic would be prohibited. At such time as the intersections on Tacoma St. are widened to provide adequate turning radius for truck-trailers, this Bureau would then recommend that all through truck traffic be prohibited on this section of Linn St.

Attach.

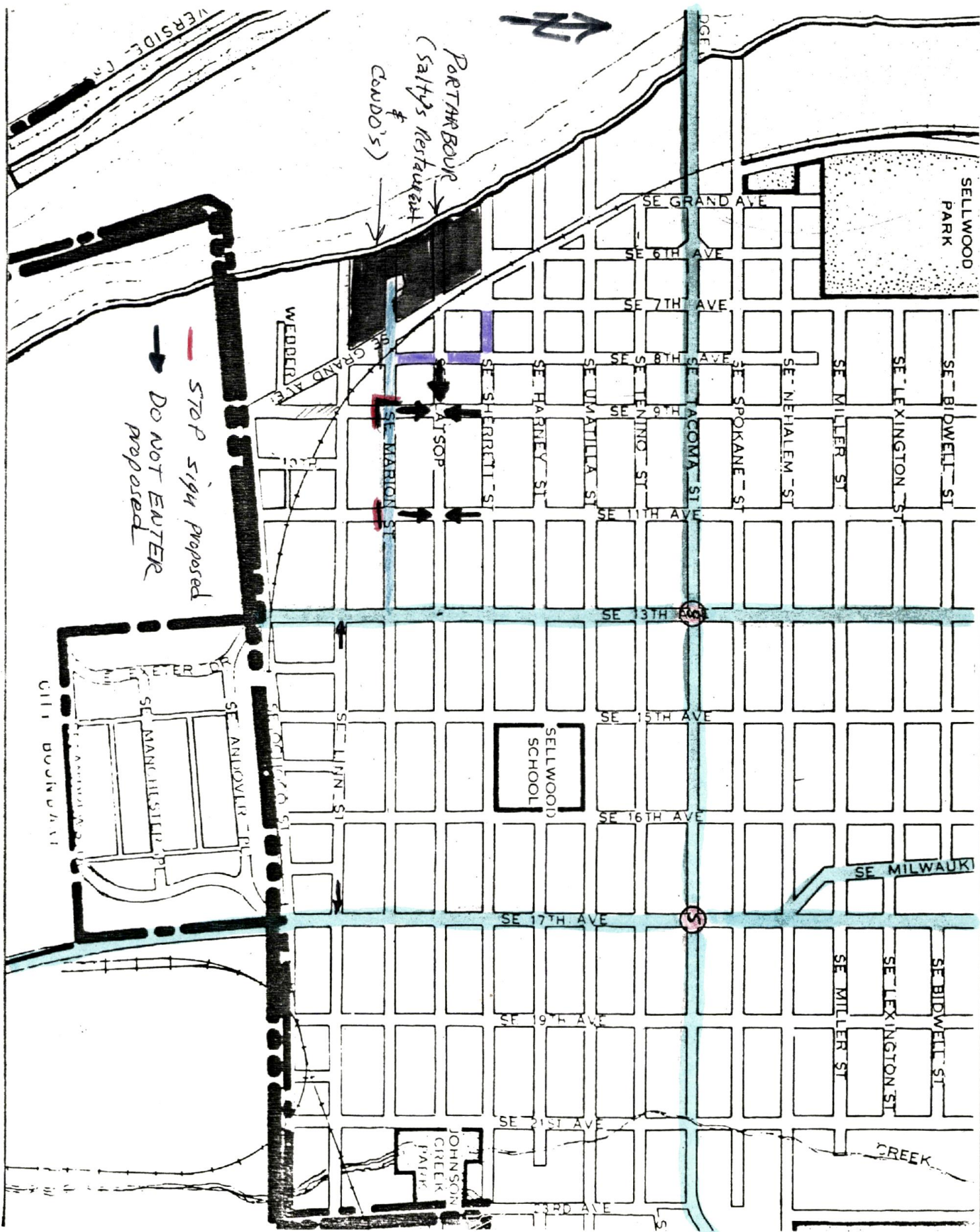
WES:pb

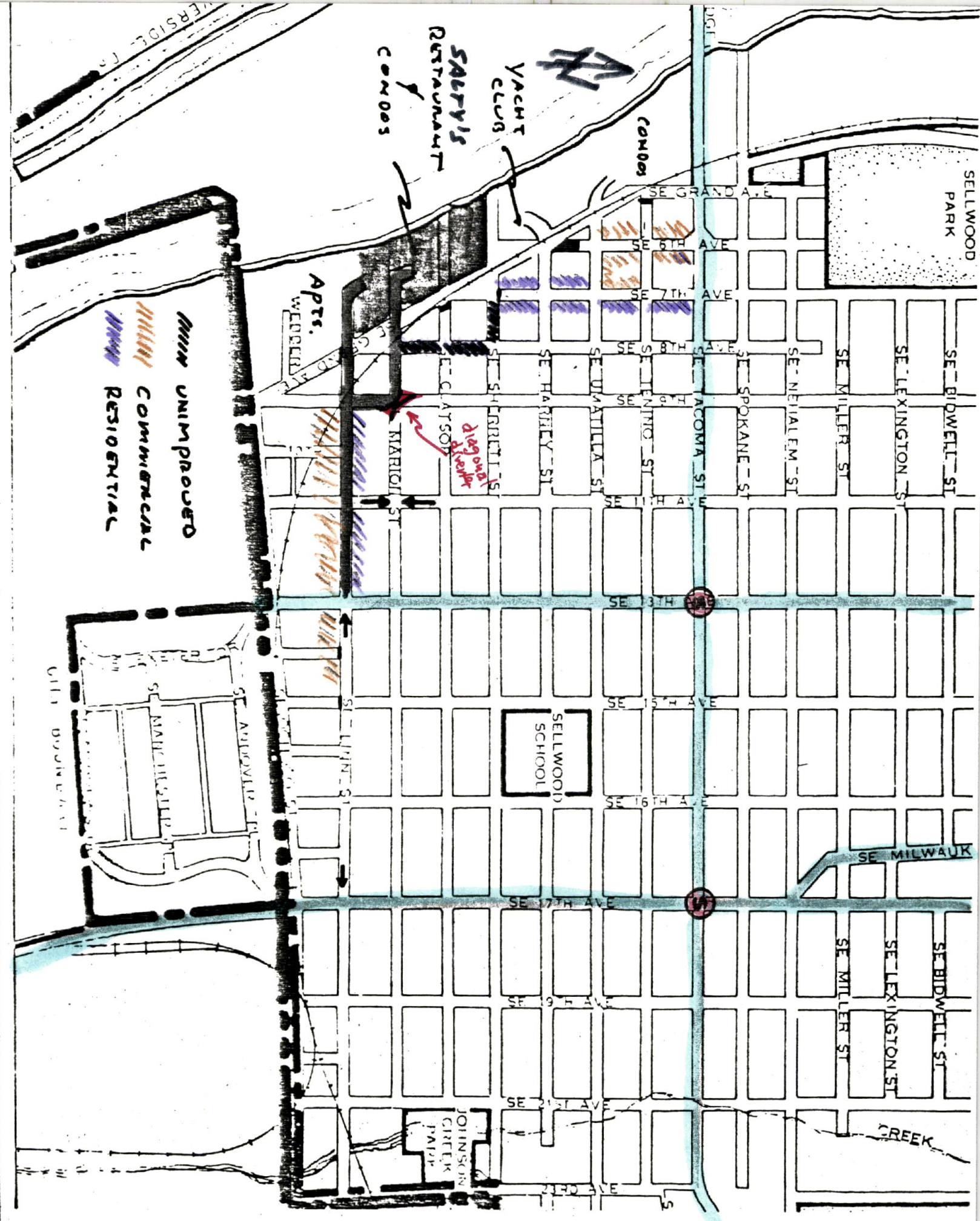
Mr. D. E. Bergstrom
City Traffic Engineer
Bureau of Traffic Engineering
420 S. W. Main Street
Portland, Oregon 97204

NAME _____

DATE _____

This image shows a single page of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There are approximately 20 lines visible. The paper appears to be from a notebook or a standard ruled sheet of paper. There is no handwriting or other markings on the page.





SELLWOOD PARK

SE BIDWELL ST

SE LEXINGTON ST

SE MILLER ST

SE NEHELEM ST

SE SPOKANE ST

SE JACOMA ST

SE LINCOLN ST

SE JENNING ST

SE DIAMILLA ST

SE HARMONY ST

SE SHERRILL ST

SE CLAYSON ST

SE MARION ST

SE LINCOLN ST

SE ARDEN ST

SE MADISON ST

SE BOWLING ST

SE 1ST AVE

SE 2ND AVE

SE BIDWELL ST

SE LEXINGTON ST

SE MILLER ST

SE MILWAUK

SE 1ST AVE

SE 2ND AVE

SE 3RD AVE

SE 4TH AVE

SE 5TH AVE

SE 6TH AVE

SE 7TH AVE

SE 8TH AVE

SE 9TH AVE

SE 10TH AVE

SE 11TH AVE

SE 12TH AVE

SE 13TH AVE

SE 14TH AVE

SE 15TH AVE

JOHNSON CREEK PARK

CREEK

SE 20TH AVE

diego's
diner

CONDOS

YACHT CLUB

SABRY'S RESTAURANT

CONDOS

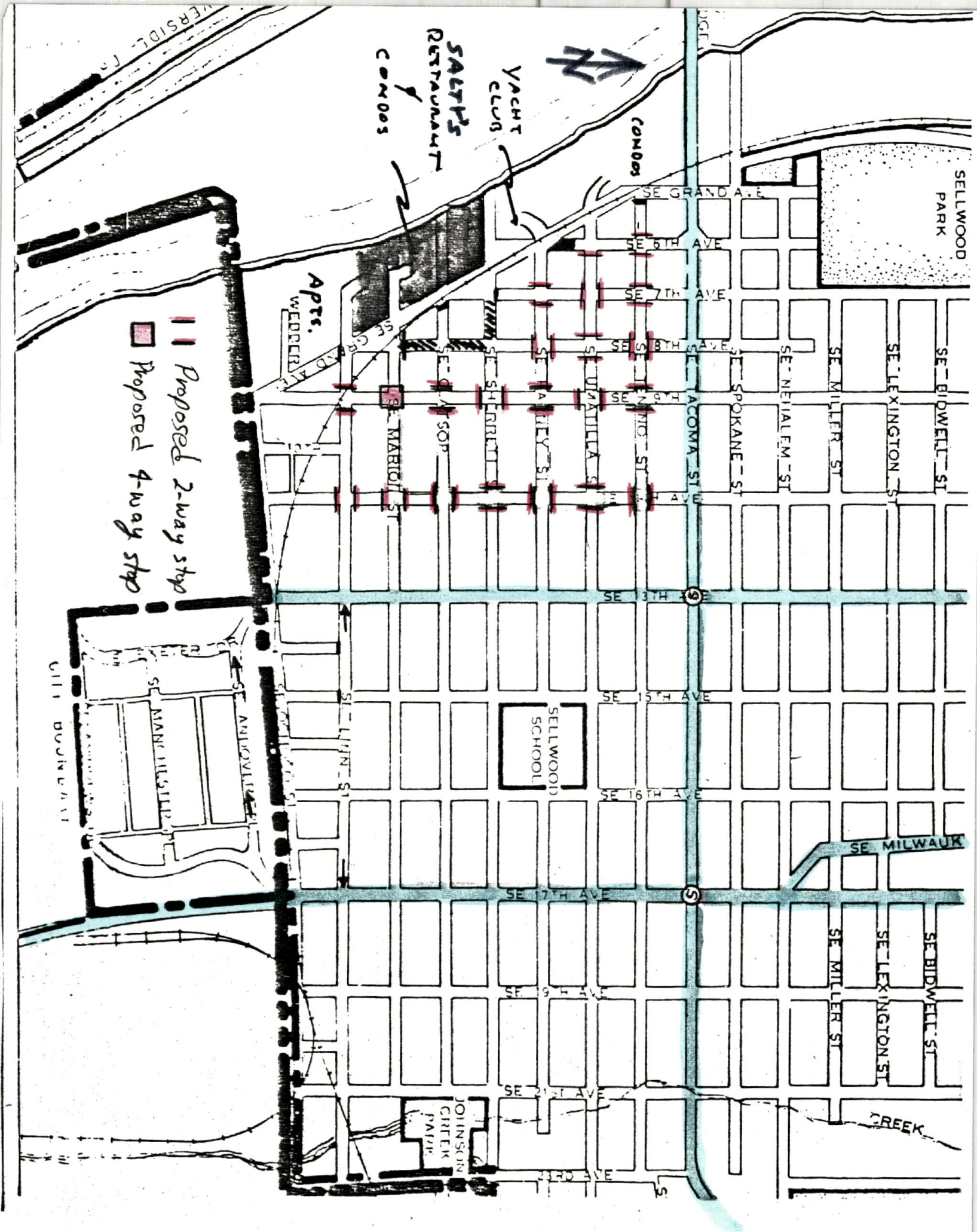
Apts.

WENDY'S

UNIMPROVED

COMMERCIAL

RESIDENTIAL



URB
3-19.1

July 7, 1980

Sellwood Moerland Improvement League
Catherine Sohm
7212 S. E. 17th
Portland, Oregon 97202

Re: S. E. 17th and Blythe

Enclosed is a letter and a sketch sent to the residents affected at the above intersection. As indicated, we propose to install left turn lanes and phasing at this location later this year.

We would appreciate your comments, and if you have any questions, please call Mike Bauer, Bureau of Traffic Engineering, 248-4295.

M. J. Martini
Sr. Traffic Engineer

MWB:jjp

Encl.