

STR "B"

July 29, 1980

Mr. Donald C. Drake  
Project Manager  
Environmental Neighborhoods, Inc.  
9500 S.W. Barbur Blvd., Suite 300  
Portland, Oregon 97217

Dear Mr. Drake:

Enclosed are 24-hour traffic counts taken on Boones Ferry Road, Stephenson Road, and Lancaster Rd. These counts were given to the Planning Bureau for their use in forecasting future trip generation as this area is developed.

The estimated cost for a traffic signal at the intersection of Boones Ferry Road and Stephenson Road is \$50,000. It has not been determined at this time whether a signal would be warranted when this area is fully developed.

The Planning Bureau has indicated they will contact you as soon as their projection of future trips is complete.

Sincerely,

M. M. Martini  
Sr. Traffic Engineer

MJM:mc

cc: Bob Quitmeier, Bureau of Planning

T.R. 9538

Stark "B"

# Environmental Neighborhoods, Inc.

Kristin Square • 9500 S.W. Barbur Blvd. • Suite 300 • Portland, Oregon 97219 • (503) 245-1131

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July 1, 1980

Mr. William E. Stark  
Traffic Engineering  
317 SW Alder Street  
Portland, Oregon 97204

Re: Woodlee Heights Application for P.U.D.

Dear Mr. Stark:

In follow-up to our meeting June 27th regarding the potential need for traffic signalization at Boones Ferry and Stephenson Roads, the following items were addressed:

First, the city agreed to update traffic counts at that intersection, as well as obtain counts for Lancaster Road, in order to determine current peak flows.

Secondly, the city agreed to provide an estimated cost and description of the type signalization in the event one is warranted.

Thirdly, the planning department agreed to survey immediate properties in the planning area that through the development process will add traffic to the Boones Ferry/Stephenson Roads intersection.

As I indicated, our concern is the cost of signalization and that perhaps the most equitable way to achieve its installation is to distribute the cost over the area that is contributing to the need.

Bob Quitmeier indicated that the appeal to our proposal will be heard in late July or early August. I believe it would be to our advantage if this information could be obtained and a preliminary agreement reached regarding the timing of installation and method of payment, as well as a recommendation for an assessment or assessment reimbursement area, prior to the City Council's hearing the appeal.

Your assistance in this matter is appreciated.

Very truly yours,

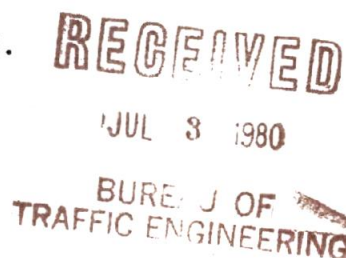
ENVIRONMENTAL NEIGHBORHOODS, INC.



Donald C. Drake  
Project Manager

cc: Bob Quitmeier

DCD:cs



# TRAFFIC COUNT TAB

Date 7-8-80+7-9-80  
 Day Tues. + Wed.  
 Weather P. Cloudy

ON SW BOONES FERRY Rd N/Bd  
S/SW Stephenson Rd RC16

ON \_\_\_\_\_

DIRECT TIME	Tues 7-8	Wed 7-9						
A.M.								
7-8	509	465						
8-9	263	297						
9-10	271	272						
10-11	161	147						
11-12	176	144						
P.M.								
12-1	160	156						
1-2	176	157						
2-3	154	167						
3-4	153	154						
4-5	188	191						
5-6	178	183						
6-7	152	169						
7-8	108	134						
8-9	121	83						
9-10	90	96						
10-11	53	59						
11-12	19	21						
A.M.								
12-1	20	13						
1-2	7	9						
2-3	9	4						
3-4	10	4						
4-5	6	12						
5-6	17	36						
6-7	254	267						
TOTAL	3,255	3,240						
GRAND								

27-hr count, northbound  
 on Boones Ferry Rd,  
 south side of Stephenson Rd

# TRAFFIC COUNT TAB

Date 7-10-80  
 Day Thursday  
 Weather P. Cloudy

ON SW BOONES FERRY RD.  
N/SW STEPHENSON RD. RCI4

DIRECT TIME	ION							
A.M.								
7-8	67							
8-9	98							
9-10	108							
10-11	118							
11-12	186							
P.M.								
12-1	202							
1-2	142							
2-3	150							
3-4	186							
4-5	317							
5-6	416							
6-7	229							
7-8	156							
8-9	130							
9-10	162							
10-11	126							
11-12	84							
A.M.								
12-1	51							
1-2	29							
2-3	16							
3-4	6							
4-5	1							
5-6	12							
6-7	47							
TOTAL	3039							
GRAND TOTAL								

24-hr count, southbound  
 on Boones Ferry Rd, north  
 side of Stephenson Rd.



# TRAFFIC COUNT TAB

Date 7-8-80 + 7-9-80

Day Tues + Wed

Weather P. Cloudy

ON SW STEPHENSON RD. E/Bd  
W/SW Boones Ferry Rd. RC14

ON \_\_\_\_\_

DIRECT- TIME	Tues 7-8	Wed. 7-9						
A.M. 7-8	36	32						
8-9	28	51						
9-10	31	29						
10-11	35	19						
11-12	36	20						
P.M. 12-1	22	29						
1-2	35	14						
2-3	24	24						
3-4	38	33						
4-5	32	23						
5-6	32	40						
6-7	22	33						
7-8	30	19						
8-9	16	22						
9-10	13	18						
10-11	9	5						
11-12	3	4						
A.M. 12-1	2	0						
1-2	0	2						
2-3	0	0						
3-4	0	0						
4-5	1	0						
5-6	3	8						
6-7	18	17						
TOTAL	466	442						
GRAND TOTAL								

24-hr count, eastbound  
on Stephenson Rd,  
west side of Boones Ferry Rd.

# TRAFFIC COUNT TAB

Date 7/10/80  
 Day Thursday  
 Weather P. Cloudy

ON SW STEPHENSON RD  
E/SW 35th AVE RCIS

ON \_\_\_\_\_

DIRECT TIME	CON							
A.M.	EDW/BL							
7-8	63							
8-9	70							
9-10	50							
10-11	56							
11-12	72							
P.M.								
12-1	81							
1-2	87							
2-3	72							
3-4	64							
4-5	53							
5-6	101							
6-7	80							
7-8	80							
8-9	74							
9-10	68							
10-11	40							
11-12	32							
A.M.								
12-1	9							
1-2	5							
2-3	3							
3-4	2							
4-5	3							
5-6	5							
6-7	37							
TOTAL	1207							
GRAND TOTAL								

24-hr count, two-way  
 traffic on Stephenson RD,  
 east side of 35th Ave.

# TRAFFIC COUNT TAB

Date 7-8-80 + 7-9-80  
 Day Tuesday + Wednesday  
 Weather cloudy

ON SW LANCASTER RD. N/S/Bd. ON  
N/SW Stephenson Rd. RC9

DIRECT- TIME	Tues 7-8	Wed 7-9						
A.M.								
7-8	12	10						
8-9	6	9						
9-10	8	11						
10-11	10	7						
11-12	14	3						
P.M.								
12-1	13	11						
1-2	12	11						
2-3	20	10						
3-4	35	11						
4-5	20	13						
5-6	14	20						
6-7	11	18						
7-8	6	9						
8-9	5	9						
9-10	10	3						
10-11	4	0						
11-12	1	2						
A.M.								
12-1	0	0						
1-2	1	0						
2-3	0	0						
3-4	0	2						
4-5	5	0						
5-6	0	3						
6-7	6	7						
TOTAL	213	169						
GRAND TOTAL								

24-hr. count, two-way  
 traffic on Lancaster Rd.  
 north side of Stephenson Rd.





International

LONGSHOREMEN'S AND WAREHOUSEMEN'S UNION

422 N.W. 17TH AVENUE  
224-9310

PORTLAND, OREGON 97209

Local 8

8/28/80

Lloyd Anderson, Executive Director  
Port of Portland  
P. O. Box 3529  
Portland, Oregon 97208

Dear Sir:

For well over two years, Local #8 has been attempting to prod your staff into correcting an intolerable traffic situation at the entrance to T-4.

Despite extensive internal renovation at that site, the external problems have continued. When Shitzer was allowed to place an entrance gate into their operation that is side by side with the T-4 gate and indeed is virtually common ground, the problem became intolerable.

We realize that part of the problem rests with the City. <sup>Terminal Rd.</sup> They have been promising for all of this long period to close the street across from the T-4 entrance - so far, still promises. Even so, this action would not solve the terrible danger that exists at the T-4 entrance.

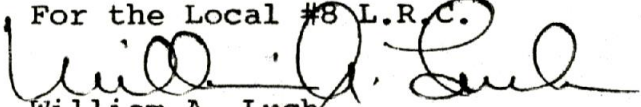
The bridge over the railroad tracks is humped in such a way that approaching traffic from St. Johns (on Lombard) cannot see the intersection traffic until within less than 100 feet from the intersection. The result of this is extreme danger.

Our frustration is such that we have no recourse other than to serve notice on the Port and on the City of Portland that the issue has become intolerable. Based upon a serious consideration for our member's health and safety we are taking the following course of action:

If a suitable system of traffic controls at the <sup>Burgard</sup> Lombard entrance to T-4 is not installed and functioning within 90 days of Sept. 1, 1980, I.L.W.U. Local #8 will not use that gate beyond that time.

We are fully aware of the drastic impact of this action. We simply had to ask ourselves which comes first, our jobs or our lives.

For the Local #8 L.R.C.

  
William A. Luch,  
I.L.W.U., Local #8  
Secretary

RECEIVED

SEP 4 1980

BUREAU OF  
TRAFFIC ENGINEERING

WAL:bb

cc: Mayor of Portland  
Traffic Eng. "  
Locals #4 & #92  
P. Norwood & D. Lipay, P.O.P.





September 30, 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

I. James Church  
Deputy Executive Dir.  
Port of Portland  
Box 3529  
Portland, OR 97208

Dear Mr. Church,

As requested, we have investigated the feasibility of a traffic signal at N. Lombard and Terminal Road.

This location does not meet our warrants for signalization and since Terminal Road, north of Lombard, will someday be a dead-end, it will probably never meet the warrants.

Since it is a location, however, that could, with the proper equipment, be signalized without detrimental effects on the safety or operation of the intersection, we have no objection to a signal being installed.

The most expeditious way for this signal to be installed is for our bureau to provide the Port of Portland with plans and specifications so the Port could hire a contractor to do the work.

We can furnish a controller from one of our signal replacement projects, on a temporary basis, to prevent delays while a new controller is being shipped.

The estimate for this installation is \$51,000.

If this arrangement is acceptable, we will proceed. We do need to know if the Schmitzer driveway will remain open to Lombard or be rerouted to the T-4 driveway.

Sincerely,

Richard C. Speer  
Assistant City Traffic Engineer

RCS/as

enclosures

JKW  
Burgard  
"B"  
1980

# SIGNALIZATION PLAN

SCALE: 1" = 30' - 0"

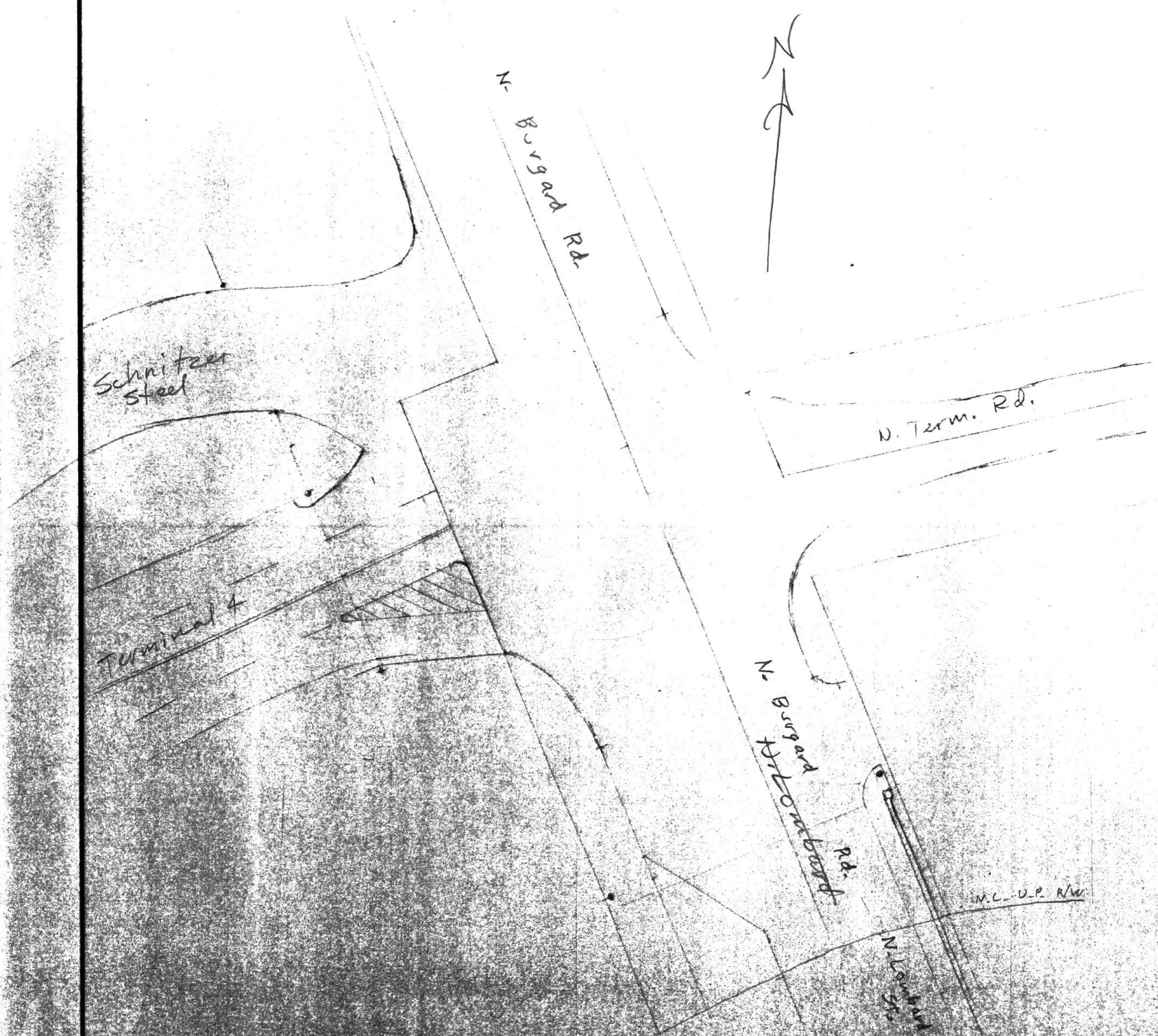
## Revisions

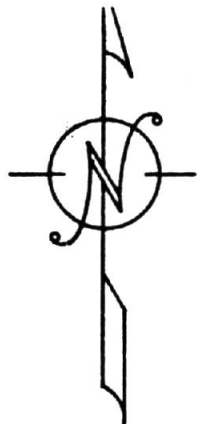
Date	Description

APPROVED \_\_\_\_\_  
City Traffic Engineer

DATE \_\_\_\_\_

PL - -





N. Burdard Rd.

N. Terminal Rd.

Schnitzer  
driveway

Stop

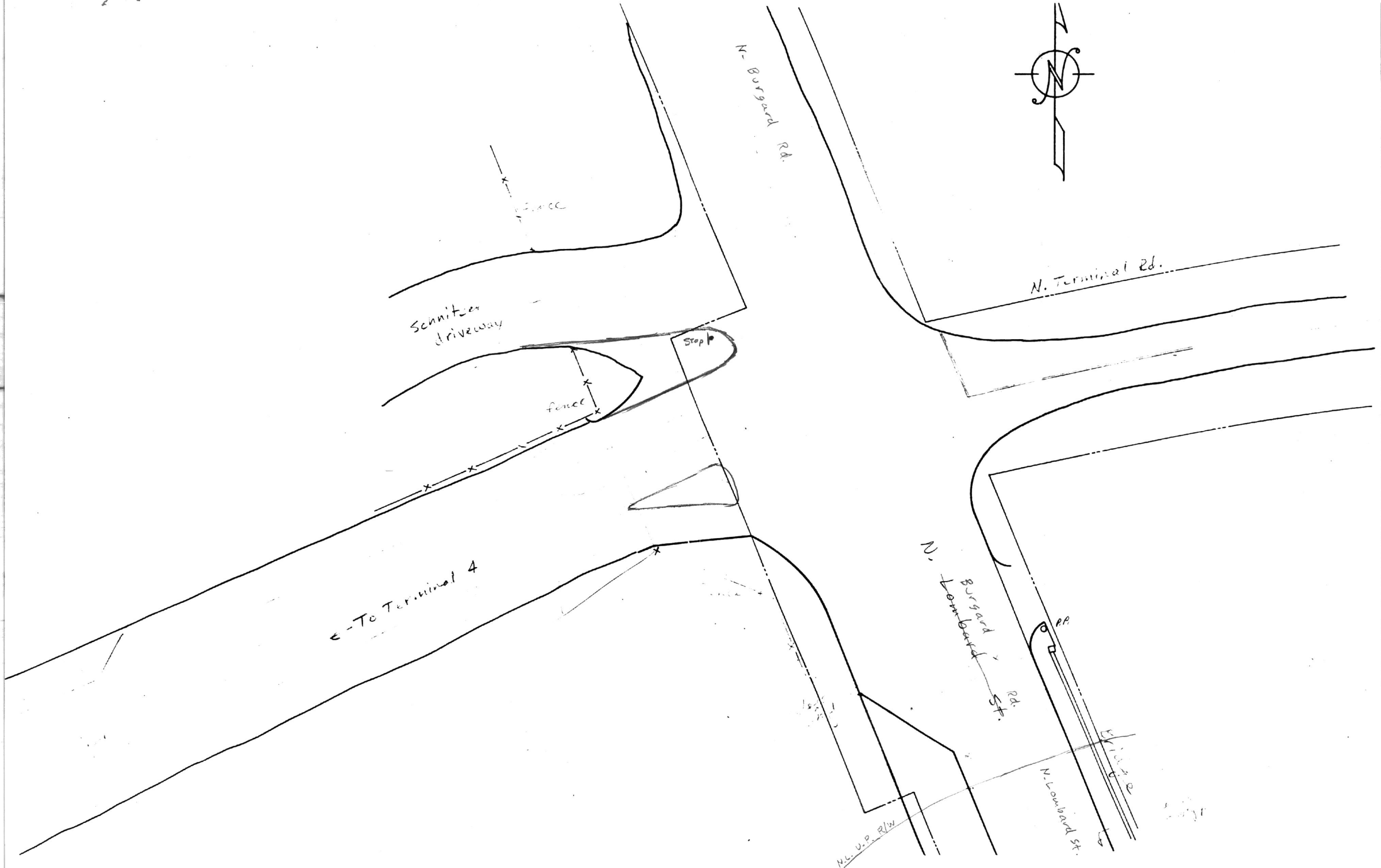
fence

e-To Terminal 4

N. Lombard  
Burdard  
St.

N. Lombard St.

N.C. U.P. R/W





Brooklyn  
1180

# NORMAN RUPP COMPANY

1710 S.E. BROOKLYN

• PORTLAND, OREGON 97202 •

PHONE: 231-7701

MANUFACTURERS REPRESENTATIVES

July 17, 1980

SJM  
7-21-80

Bureau of Traffic  
City of Portland  
301 Loyalty Building  
317 S. W. Alder Street  
Portland, Oregon 97204

Attention: Mr. Brooks Koenig, Engineer

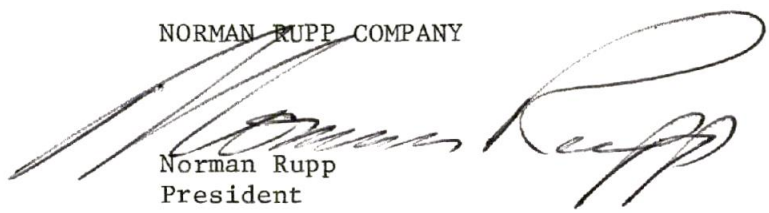
Subject: Request for No Parking Zone

Gentlemen:

As owner of the warehouse at 1710 S. W. Brooklyn Street, I find that large trucks are having difficulty going in and out of our loading area when cars are parked across the street. I am hereby requesting a "No Parking - Truck Loading Zone - 7:00 AM to 6:00 PM - Monday through Friday" posting across Brooklyn Street from our loading docks. OK

Yours very truly,

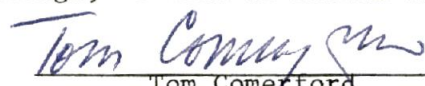
NORMAN RUPP COMPANY

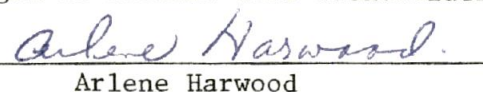
  
Norman Rupp  
President

NR:cw

5/13/80

As owner of the house at 2936 S. E. 17th Avenue, I am in agreement with the above request. However, on a conditional basis. Therefore, should the use of our property change, we wish to retain the right to rescind this authorization.

  
Tom Comerford

  
Arlene Harwood

Seventh word, second line should read, conditional.

WO# 27317  
TR# 10062

INDUSTRIAL POWER TRANSMISSION AND CONTROLS



An Ordinance authorizing the Purchasing Agent to call for bids to construct a traffic diverter at N.E. 36th and Brazee, for the Bureau of Traffic Engineering, authorizing a contract, transferring \$14,000 from General Fund contingency to the Bureau of Traffic Engineering, authorizing the drawing and delivery of a warrant and declaring an emergency.

The City of Portland ordains:

1. That the Bureau of Traffic Engineering has recommended that a traffic diverter is necessary at N.E. 36th and Brazee, to reduce speeding and congestion in a residential neighborhood.
2. That after a public hearing on December 4, 1980, Council approved the construction of this diverter.
3. That it is now appropriate to transfer funds for construction of this project.
4. That the Bureau of Street and Structural Engineering shall design the specifications for the project and manage its construction.
5. That the Bureau of Parks will maintain the diverter once constructed.

NOW, THEREFORE, the Council directs:

- a. Appropriation shall be transferred as follows:

	From	To
General fund Contingency	\$14,000	
Bureau of Traffic Engineering Capital Outlay 58100129/0613/630		\$14,000

## ORDINANCE No.

- b. The Purchasing Agent shall advertise for bids using specifications filed in his office on December 3, 1980, and in event that no satisfactory bid is received, shall readvertise on same specifications until a satisfactory bid is received.
- c. The Mayor and Commissioner of Public Affairs are hereby authorized to execute a contract with the responsible bidder for the project described in Section 1 hereof in accordance with specifications filed with the Purchasing Agent on February 2, 1981.
- d. The Mayor and the Auditor are hereby authorized to draw and deliver a warrant chargeable to the 1980-81 Budget (General Fund, Bureau of Traffic Engineering, 58100129/0613/630) when demand is presented, approved by proper authorities.

Section 2. The Council declares that an emergency exists because a delay in the construction of this traffic diverter may result in additional expense to the City, and unnecessarily deprive the citizens of the City of Portland from the benefits of this diverter; therefore, this ordinance shall be in force and effect from and after its passage by the Council.

Passed by the Council,

Commissioner Mildred Schwab  
Margaret J. Ellison/as  
December 16, 1980

Attest:

Auditor of the City of Portland

An Ordinance authorizing the Purchasing Agent to call for bids to construct a traffic diverter at N.E. 36th and Brazee, for the Bureau of Traffic Engineering, authorizing a contract, transferring \$14,000 from General Fund contingency to the Bureau of Traffic Engineering, authorizing the drawing and delivery of a warrant and declaring an emergency.

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	From	To
General fund Contingency	\$14,000	
Bureau of Traffic Engineering		\$14,000
Capital Outlay 58100129/0613/630		

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De



## CITY OF PORTLAND, OREGON

## BUDGET/FINANCIAL ORDINANCE IMPACT STATEMENT

<b>A. INITIATOR'S SUMMARY OF ORDINANCE ACTION</b> (Deliver original to Budget Office. Retain a copy.)				<b>B.M.B. USE</b> No.
1. NAME OF INITIATOR Margaret J. Ellison	2. ROOM NO. 133/301	3. TELE. NO. 4295	4. BUREAU Traffic Engineering	
5. DEPARTMENT Public Affairs		6. TO BE FILED: 12-17-80		a. DATE b. CALENDAR (Check One) <input checked="" type="checkbox"/> REGULAR <input type="checkbox"/> 4/5ths
7. SUMMARY OF ACTION (State what you seek to accomplish, state effect on programs affected where known. Cite titles of funds, accounting codes, and BUC's, where applicable. Continue on reverse.)				

This action transfers \$14,000 from general fund contingency to cover construction costs. On-going costs for maintenance should be negligible, as the diverter is contiguous to Grant Park, and, as such, will be maintained by Parks Bureau maintenance crews as an extension of the park.

8. APPROPRIATION UNIT HEAD (Typed name and signature)

9. AUTHORIZED DEPARTMENT  
OFFICIAL (Signature)

STR "B"  
1988

November 7, 1980

MEMORANDUM

TO: Mayor Connie McCready  
Commissioner Frank Ivancie  
Commissioner Mildred Schwab  
Commissioner Charles Jordan  
Commissioner Mike Lindberg

FROM: Don Bergstrom

SUBJECT: N. E. 36th and Brazee Traffic Diverter

The purpose of this memorandum is to provide the Council with background and current status of this diverter request.

BACKGROUND

The closure of N. E. 36th Avenue at Brazee is a project which began in early 1979 with a neighborhood request for two diverters to reduce traffic volume and speed created principally by young drivers attending or visiting Grant High School. (Map attached.)

A three month test period, consisting of temporary barricades was put into effect to ascertain if the problem could be solved. The results of the test showed the one diverter could be deleted.

As required by the Policy Memorandum for Traffic Diverters (copy attached) the Grant Park Neighborhood Association circulated a petition requesting that the N. E. 36th and Brazee diverter be constructed.

A petition was received in mid-April of 1980 and verified that 75% of the affected residents were in favor of the single diverter. Since this location had been part of the original test, it was determined that no additional testing was necessary.

CURRENT STATUS

This Bureau has completed the necessary procedures required by the policy, which includes verification of petition signatures, comments from other affected bureaus, (responses attached), preliminary design and cost estimates prepared by the City Engineer and prepared an ordinance for Council consideration.

To City Council  
November 7, 1980  
Page 2

The diverter closes N. E. 36th Avenue on the north side of N. E. Brazee. An emergency lane is provided through the diverter at the Fire Bureau's request. Access by other vehicles will be denied by bollards and traffic restricting signing.

The estimated cost of this diverter, as shown on the attached plane, is \$14,000.

RECOMMENDATION

It is the recommendation of the Bureau of Traffic Engineering that the diverter at N. E. 36th and Brazee be approved.

MVN:jjpn



*Brazee*  
"B"

November 7, 1980

MEMORANDUM

TO: George Yerkovich, Auditor  
City of Portland

FROM: Mayor Connie McCready

Would you please arrange a public hearing for the December 4 meeting of the City Council for consideration of a proposed traffic diverter at the intersection of N. E. 38th and Brazee.

Attached for your information is a draft report from the Traffic Engineer who estimates that the hearing should not take more than an hour.

I would also appreciate the Auditor's Office mailing a notice of this public hearing to all residents of the area bounded by N. E. Tillamook, N. E. 38th, N. E. Standon and N. E. 35th Place, as outlined in red in the Traffic Engineer's report.

Also, please suggest that if they have any questions, they should call M. J. Martini, Bureau of Traffic Engineering, 248-4295.

DEB:jjp



December 1, 1980

City of Portland  
Mr Bergstrom, traffic Dep't., Mr Tremontini, or Manager;  
1220 S. W. 5th Ave.,  
Portland, Oregon, 97204

Dear Sir;

This is in reply to the recent notice to us of action on N. E. 36th Street Barrier in front of or near Grant High School.

Because we are both ill we will be unable to attend the Dec. 4, 1980 Thursday meeting at city Hall.

This is a comment on it, and we protest any barriers on this street and in this area. It was deemed unnecessary by the trial period because people drove on all sides of the barrier which caused near- accidents/. That was the only thing it resolved. People crossing the street of N. E. 36th between Grant Place and Knott street have plenty of time to cross the street including teachers, students, and residents of the area. There is no time that it takes a person to cross N. E. 36th street in this area longer than one minute.

This Barrier, and the ones on Grant Place should be permanently removed from here. The barriers are traffic Hazards, cars run over them, the busses cannot turn, the flower beds are a mud mess and an extreme accident hazard exists in these areas because they do not permit a smooth flow of traffic. the residents of the area do not deserve to have our neighborhoods messed up by a lot of concrete and brick barriers. Somebody could kill themselves or someone else. We have lived here over 15 years and we do not believe that we need any barriers of any kind out in the streets because it is so much nicer to have the open areas like it was for many years.

The Fire Department trucks cannot make ~~that~~ runs to this area in the time allowed which is very important in saving lives, because of the barriers.

It was noted by area residents at the association meeting that there <sup>there</sup> ~~are~~ only two times of the day that there is very much traffic in the area, and that is before school opening and afterschool closing for about 10 minutes total, then traffic is a slow normal pace. If there are occasional speeders this can be easily taken care of by issuing tickets restricting them from driving in the area to a second offense of a suspended drivers license that would remove the problem.

The Neighborhood Association president was all out to push this through at local meeting without comment or alternate solutions. We don't need to spend our money like that. The cost of barriers is too much when it can be adequately taken care of by any problem that might exist by installing stop signs or a flashing red light, they do work. We have a 4 way stop and a flashing red light situation nearby at the intersection of N.E. 37th and Tillamook street which is very adequate.

We do not want to be plagued by double parking and head -on collisions on our street, also we would have to drive alot farther to get to and from our residence, creating more traffic on other neighborhood streets. There are alot less students going to Grant High School now than there ever has been in the past so this is not a critical issue. In all of the years that we have lived here it is much less traffic than it used to be., and no different than any other street.  
Please give this your Consideration, as the residents of this street do not need this.

Phone 287-7328.

M + Mrs M.L. Fee  
2114 N.E. 36th Portland Oregon  
12/2/80

*Brazee*  
*"B"*

N. E. 36th & Brazee  
Chronology of Events

- May 1979 Grant Park Neighborhood Association decided to petition for temporary diverters at 36th and Brazee and 36th and Thompson for 60-day trial.
- June 1979 BTE requested opinions from affected bureaus.
- July 1979 Received answers from affected bureaus.
- Aug. 1979 Installed temporary diverters.
- Oct. 1979 Removed temporary diverters.
- Nov. 1979 Grant Park N. A. held meeting and decided to circulate new petition requesting only one diverter at N. E. 36th and Brazee.
- April 1980 Received new petition with 75% approval from total of 226 polled.
- |            |           |       |
|------------|-----------|-------|
| 170        | Yes       | = 75% |
| 27         | No        | = 12% |
| 29         | No Answer | = 13% |
| <u>226</u> |           |       |
- Aug. 1980 Negotiated design features with Fire Bureau.
- Sept. 1980 Requested opinions from affected bureaus and began preliminary planning with City Engineers staff.
- Oct. 1980 Received answers from affected bureaus. City Engineer completed final plans and cost estimates.
- Nov. 1980 Submitted to Council.



November 25, 1980

MEMORANDUM

Frank Ivancie TO: Mayor Frank Ivancie  
Commissioner Charles Jordan  
Commissioner Mike Lindberg  
Commissioner Mildred Schwab

FROM: Don Bergstrom

SUBJECT: N. E. 36th and Brazee Traffic Diverter

At the Public Hearing scheduled for December 4, 1980, the Council will consider a proposed traffic diverter for the intersection of N. E. 36th and Brazee. The purpose of this memorandum is to provide the Council with background and current status of this diverter request.

BACKGROUND

The closure of N. E. 36th Avenue at Brazee is a project which began in early 1979 with a neighborhood request for two diverters to reduce traffic volume and speed created principally by young drivers attending or visiting Grant High School. (Map attached.)

A three month test period, consisting of temporary barricades was put into effect to ascertain if the problem could be solved. The results of the test show that the diverter at N. E. 36th and Brazee solved the traffic volume and speed problem. The test also showed that the diverter at N. E. 36th and Thompson could be eliminated.

As required by the Policy Memorandum for Traffic Diverters (copy attached) the Grant Park Neighborhood Association then circulated a petition requesting that the N. E. 36th and Brazee diverter be constructed.

This petition was received in mid-April of 1980 and verified that 75% of the affected residents were in favor of the single diverter. Since N. E. 36th and Brazee had been part of the original test, it was determined that no additional testing was necessary.

The diverter closes N. E. 36th Avenue on the north side of N. E. Brazee. An emergency lane is provided through the diverter at the fire Bureau's request. Access by other vehicles will be denied by bollards and traffic restricting signing.

To City Council  
November 25, 1980  
Page 2

CURRENT STATUS

Traffic Engineering has completed the necessary procedures required by the policy, which includes verification of petition signatures, comments from other affected bureaus (responses attached), preliminary design and cost estimates prepared by the City Engineer and submitted an ordinance for Council consideration.

The estimated cost of the N. E. 36th and Brazee diverter, as shown on the attached plan, is \$14,000.

RECOMMENDATION

The Bureau of Traffic Engineering recommends that the diverter at N. E. 36th and Brazee be approved and that Council appropriate funds for construction.

TVN:jjp

Enclosures: Area Map  
Policy Memorandum  
Bureau Responses  
Diverter Plan



*Bob McGown*  
*"B"*

October 16, 1980

Mr. Bob McGown  
9255 S.W. Boones Ferry Rd.  
Portland, Oregon 97219

Dear Mr. McGown:

*have reviewed*  
We ~~have reviewed~~ traffic conditions at the intersection of S.W. Boones Ferry Rd. with S.W. Primrose and S.W. Palatine Hill Rd. to determine if additional traffic control devices are warranted.

You have requested that "Stop" signs be installed on Boones Ferry Rd. at this intersection. Primrose and Palatine Hill Rd. are stopped for Boones Ferry Rd. Boones Ferry Rd. is posted with 25 MPH signs.

A review of the accidents indicated only two reported during the period between January 1, 1976 and July 1, 1980 (most recent available data).

A speed check taken on Boones Ferry Rd. at this intersection September 25, 1980, indicated that 1,761 (66%) of 2,656 vehicles sampled were exceeding 25 MPH. This indicates that a majority of the drivers don't feel 25 MPH is a realistic speed. The maximum speed recorded northbound was between 46 and 50 and southbound was between 51 and 55.

There is 225 feet sight distance to Primrose from the north which is equal to the minimum safe stopping distance for a vehicle traveling on wet pavement at 35 MPH. Less than one per cent of the southbound vehicles were exceeding 35 MPH. There is no sight distance problem for northbound vehicles.

Twenty-four hour counts taken September 5, 1980 indicate 4,170 vehicles entered this intersection; 2,859 (69%) from Boones Ferry Rd.; 751 (18%) from Palatine Hill Rd. and 560 (13%) from Primrose.

This bureau uses the minimum warrants for 4-way stops as outlined in the National Manual on Uniform Traffic Control Devices. Any of the following conditions may warrant a 4-way stop:

1. As an interim measure where traffic signals are warranted and urgently needed.
2. An accident problem as indicated by five or more reported accidents of a type susceptible of correction by a 4-way stop in a 12-month period.
3. Total vehicular volume entering the intersection must average at least 500 vehicles per hour for 8 hours of an average day while the combined vehicular and pedestrian volume on the minor street must average at least 200 vehicles per hour for the same 8 hours.

Condition one is not met since this intersection falls far below signal warrants.

Condition two (accidents) is not satisfied since there were only two accidents reported and only one was of a type which might have been prevented by a four-way stop.

Condition three (entering traffic) is not satisfied since there was only 289 vehicles per hour entering from all approaches and 82 per hour on the minor street.

Based upon the above data we don't feel 4-way stops are warranted at this time. We do ~~feel~~ there is some justification for alerting the southbound driver to the fact there is an intersection at Primrose/Palatine Hill Rd. We have directed that a side road symbol sign be installed north of Primrose.

Through a copy of this letter we are suggesting that the Portland Police Bureau survey this area with radar.

Sincerely,

M. J. Martini  
Sr. Traffic Engineer

WES:ah

cc: Captain Walker,  
Portland Police Bureau

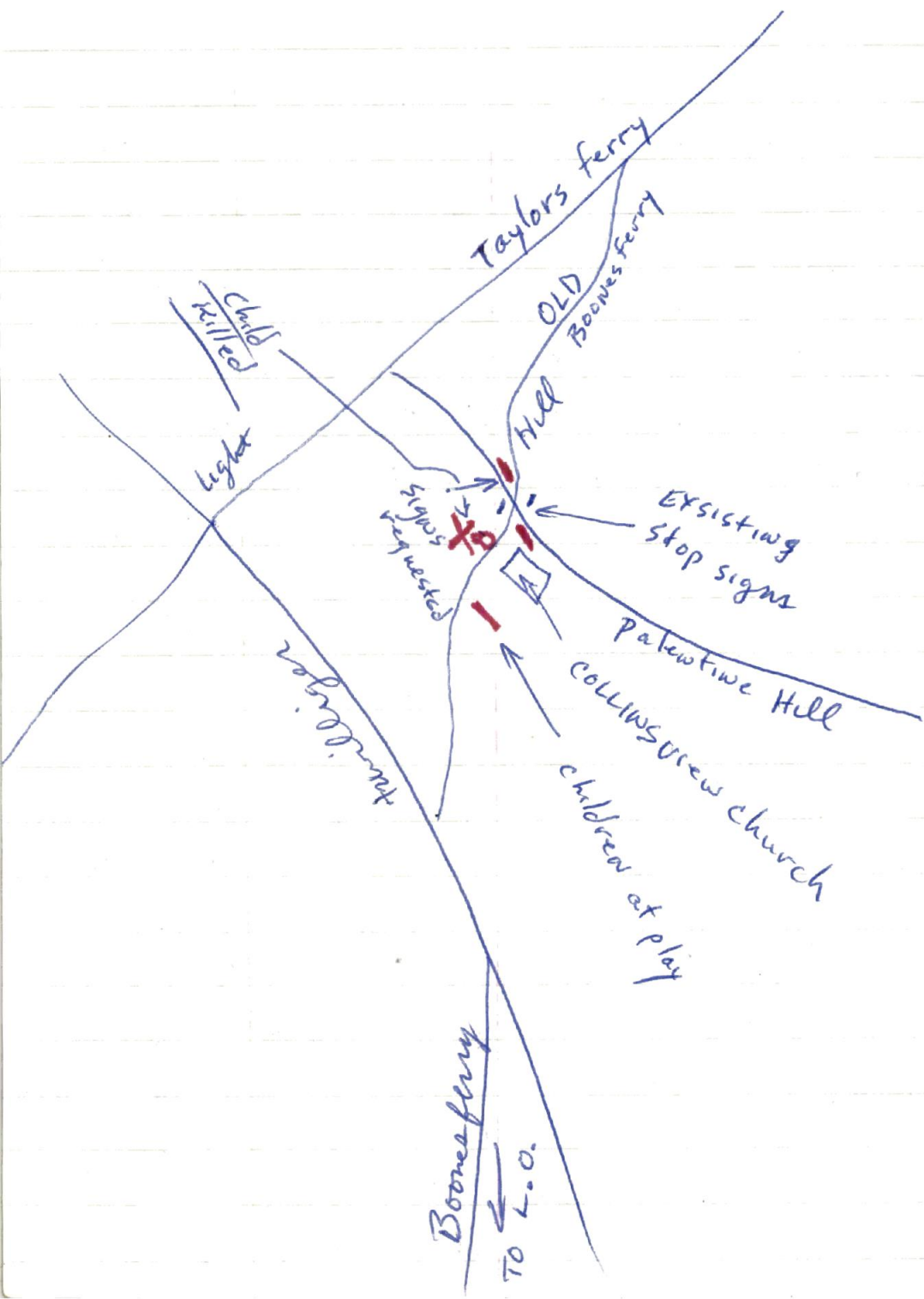


26 Aug. 1980

Dear Sir,

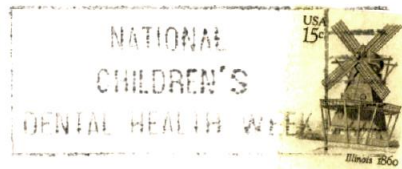
I would like to request 2 stop signs placed on the old section of Boones ferry road at the intersection of Palentine Hill and prim rose street. The street is primarily a narrow windy residential street with blind drive ways, many children, and with many cars parking in the street or partially on the road. Last week a little girl was run down where the cars speed through. I have nearly been hit many times due to the cars driving in excess speeds. The stop sign would controll the speed, and allow the cars pulling out from Prim-rose & P. Hill on to Boonesferry.

If this letter is not sufficient I can attain a petition with 100's of signatures <sup>delivered</sup> to the mayor, etc.





Bob McGOWN  
9255 SW Boonesferry  
Portland, Or 97219



Don Bergerstrom  
Bureau of Traffic engineering  
city traffic engineer  
317 SW ALDER St.  
Portland, Or 97204

**RECEIVED**

**AUG 29 1980**

**BUREAU OF  
AECIC ENGINEERING**

4-WAY STOP WARRANT COMPARISON  
CITY OF PORTLAND

Major Street BOONES FERRY RD Minor Street PALATINE HILL RD-PRIMROSE

<u>ITEM</u>	<u>OBSERVED CONDITIONS</u>	<u>MINIMUM WARRANT</u>	<u>70%</u>
<u>Minimum Vehicular Volume Warrant:</u>			
(a) The average hourly volume entering from all approaches for any 8 hr. of a day.	289	500	350
(b) The average hourly combined vehicular and pedestrian volume from minor street for both approaches for same 8 hr. as in (a).	82	200	140
<u>Accident Experience Warrant:</u>			
Preventable Accidents last 12 months	0	5	

Remarks:

Boones Ferry RdPrimrosePalatine Hill Rd.

	Wd Sd			
12	74 + 79 = 153 ✓	25 ✓	43 ✓	= 68
13	63 + 79 = 142	✓ 32	47 ✓	
14	64 + 83 = 147	22	40	
15	74 + 84 = 158 ✓	✓ 29 ✓	33 ✓	62
16	94 + 108 = 202 ✓	✓ 54 ✓	45 ✓	✓ 99
17	68 + 143 = 211 ✓	✓ 45 ✓	48 ✓	✓ 93
18	69 + 264 = 333 ✓	✓ 57 ✓	53 ✓	✓ 110
19	64 + 105 = 169 ✓	✓ 39 ✓	51 ✓	✓ 90
20	63 + 65 = 128	✓ 39	55 ✓	
21	61 + 70 = 131	✓ 43	59 ✓	
7	49 + 38 = 87	5	13	
8	176 + 50 = 226 ✓	18 ✓	33 ✓	51
9	114 + 96 = 210 ✓	13 ✓	67 ✓	✓ 80
10	41 + 49 = 90	11	45	
11	74 + 76 = 150 ✓	27	38	

$$\begin{array}{r} 8 \overline{) 1662} \\ 207.75 \end{array}$$

289.37

$$\begin{array}{r} 8 \overline{) 653} \\ 81.62 \end{array}$$



# TRAFFIC VELOCITY TAB

DATE: 9/24 + 9/25/80  
 DAY: Wednes + Thurs  
 WEATHER: Clear

1296 ON - SW BOONES FERRY RD N/BD.  
S -OF- SW PALATINE HILL RD.  
 POSTED SPEED - 25 MPH

SPEED TIME	1-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	1 HR TOTAL	SPEED	VOLUME	PERCENT
7-8 <sup>AM</sup>	2	1	2	4	27	68	10	3	0	0	0	0	117	1-10	14	1.3%
8-9	0	1	3	2	29	56	20	1	1	0	0	0	113	11-15	9	0.9
9-10	0	0	1	4	14	23	4	1	0	0	0	0	47	16-20	29	2.8
10-11	2	0	1	1	14	29	8	1	0	0	0	0	56	21-25	72	6.9
11-12	1	0	1	5	15	22	12	1	0	0	0	0	57	26-30	292	28.1
12-1 <sup>PM</sup>	1	1	0	5	8	22	7	3	0	0	0	0	47	31-35	463	44.6
1-2	1	0	0	3	16	20	4	1	0	0	0	0	45	36-40	140	13.5
2-3	1	0	3	3	12	21	7	1	0	0	0	0	48	41-45	18	1.7
3-4	2	0	4	4	24	31	7	0	0	0	0	0	72	46-50	1	0.2
4-5	1	2	1	4	13	25	3	0	0	0	0	0	49	51-55	0	—
5-6	0	2	4	12	22	16	12	1	0	0	0	0	69	56-60	0	—
6-7	0	0	1	5	23	34	7	0	0	0	0	0	70	61+	0	—
7-8	0	0	1	4	24	29	13	1	0	0	0	0	72	TOTALS 1038 100.0% REMARKS:  85 PERCENTILE SPEED BETWEEN 31 MPH AND 35 MPH  35MPH Nbd		
8-9	0	1	0	3	11	12	8	0	0	0	0	0	35			
9-10	0	0	2	4	15	15	5	0	0	0	0	0	41			
10-11	1	0	1	2	8	9	1	0	0	0	0	0	22			
11-12	0	1	1	3	3	7	2	0	0	0	0	0	17			
12-1 <sup>AM</sup>	0	0	0	2	0	3	0	0	0	0	0	0	5			
1-2	0	0	0	0	0	2	2	0	0	0	0	0	4			
2-3	0	0	1	0	0	1	0	0	0	0	0	0	2			
3-4	0	0	1	0	0	0	0	0	0	0	0	0	1			
4-5	0	0	1	0	0	0	0	0	0	0	0	0	1			
5-6	1	0	0	0	1	0	3	1	0	0	0	0	6			
6-7	1	0	0	2	13	18	5	3	0	0	0	0	42			
TOTAL	14	9	29	72	292	463	140	18	1	0	0	0	1038			

# TRAFFIC VELOCITY TAB

1297

ON - SW BOONES FERRY RD S/BP.

N - OF - SW PRIMROSE ST

POSTED SPEED - 25 MPH

DATE: 9/24 + 9/25/80

DAY: Wednesday + Thursday

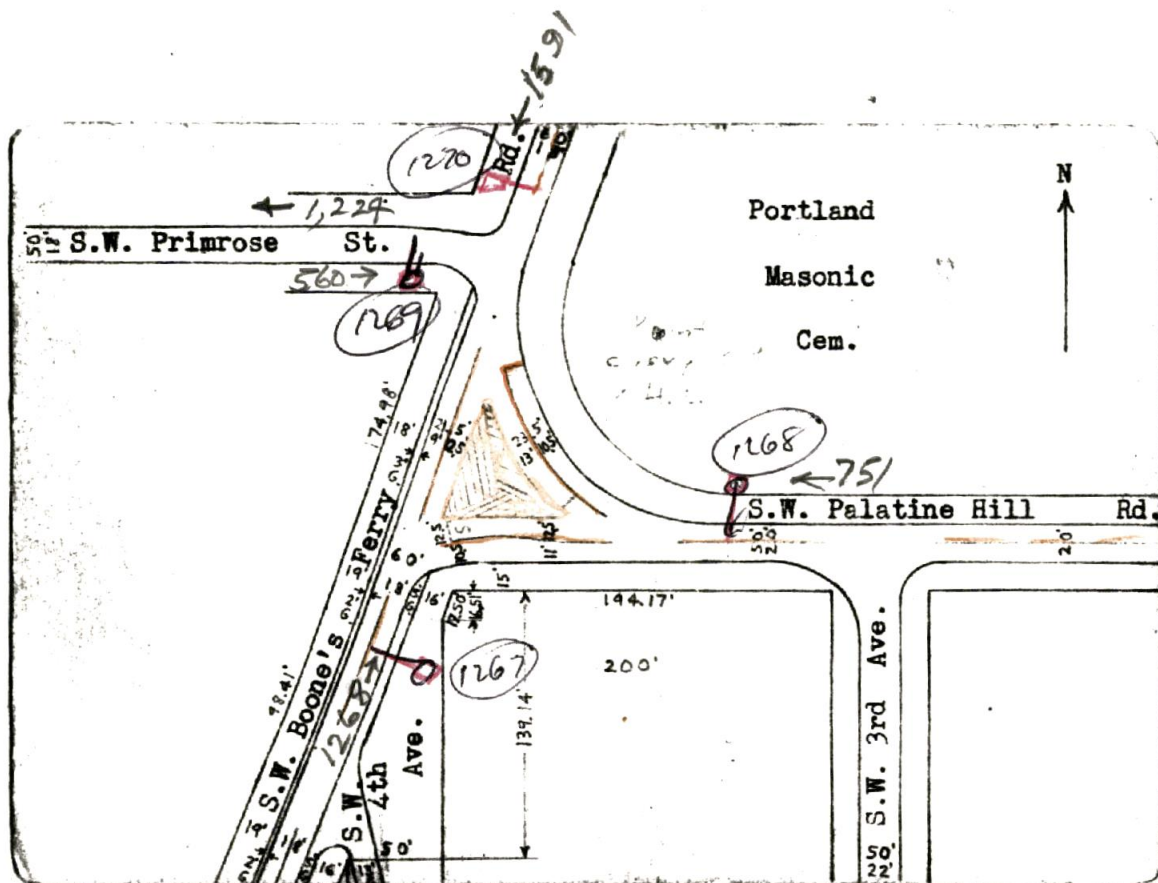
WEATHER: Clear

SPEED TIME	1-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	1 HR TOTAL	SPEED	VOLUME	PERCENT
7-8 AM	2	1	5	34	17	9	0	0	0	0	0	0	68	1-10	19	1.2%
8-9	2	2	3	36	32	6	1	0	0	0	0	0	82	11-15	23	1.4
9-10	0	2	9	33	29	5	3	0	0	0	0	0	81	16-20	120	7.4
10-11	1	3	9	17	22	6	0	0	0	0	0	0	58	21-25	609	37.6
11-12	0	2	2	26	27	6	1	0	0	0	0	0	64	26-30	684	42.3
12-1 PM	1	2	4	25	16	4	0	0	0	0	0	0	52	31-35	150	9.3
1-2	0	0	8	24	36	10	0	0	0	0	0	0	78	36-40	11	0.7
2-3	1	1	6	21	29	3	1	0	0	0	0	0	62	41-45	0	—
3-4	2	1	16	41	43	13	1	0	0	0	0	0	117	46-50	0	—
4-5	1	3	12	59	55	20	0	0	0	0	0	0	150	51-55	2	0.1
5-6	1	2	12	125	168	14	0	0	0	0	0	0	322	56-60	0	—
6-7	2	1	8	45	62	10	0	0	0	1	0	0	130	61+	0	—
7-8	1	2	5	33	30	5	1	0	0	0	0	0	77	TOTALS 1618 100.0% REMARKS:  85 PERCENTILE SPEED BETWEEN 26 MPH AND 30 MPH		
8-9	1	0	4	16	33	8	1	0	0	0	0	0	63			
9-10	0	1	5	22	23	7	0	0	0	0	0	0	58			
10-11	0	0	5	19	21	11	2	0	0	0	0	0	58			
11-12	0	0	2	10	15	4	0	0	0	0	0	0	31			
12-1 AM	1	0	1	5	8	7	0	0	0	0	0	0	22			
1-2	0	0	0	3	3	0	0	0	0	0	0	0	6			
2-3	0	0	1	3	3	0	0	0	0	0	0	0	7			
3-4	0	0	0	2	1	0	0	0	0	0	0	0	3			
4-5	1	0	0	1	1	0	0	0	0	1	0	0	4			
5-6	0	0	0	1	3	0	0	0	0	0	0	0	4			
6-7	2	0	3	7	7	2	0	0	0	0	0	0	21			
TOTAL	19	23	120	609	684	150	11	0	0	2	0	0	1618			

24-hr entering counts  
req. = 9-2-80.

reg. = 9-2-80.

WEL



SW BOONES FERRY RD = 2,859

69%

Primrose/Palatine Hill = 1,311

31%

Total Entering = 4,170

100%

STATION: 1267

IDENT: 1111

FROM: 1001

INTRVL: 15 MIN

SETUP DATE: 904  
RETRIEVAL DATE: 905

SETUP TIME: 1155  
RETRIEVAL TIME: 1322

FOUR: CHANNEL:

Sw Boone Ferry Rd N/Bd - S/Sw Palatine Hill Rd

	1	2		23	0
				10	0
	5	0		14	0
12	<del>5</del>	0	21	14	0
	74✓	0		61	0
	17	0		11	0
	16	0		18	0
	8	0		14	0
	22	0		5	0
13	63	0	22	48	0
	14	0		6	0
	16	0		5	0
	14	0		9	0
	20	0		7	0
14	64✓	0	23	27	0
	20	0		6	0
	19	0		7	0
	13	0		2	0
	22	0		3	0
15	74✓	0	24	18	0
	28	0		2	0
	23	0		1	0
	18	0		1	0
	25	0		0	0
16	94✓	0	1	4	0
	21	0		1	0
	16	0		2	0
	15	0		1	0
	16	0		1	0
17	68	0	2	5	0
	16	0		4	0
	21	0		0	0
	18	0		1	0
	14	0		1	0
18	69✓	0	3	6	0
	12	0		0	0
	20	0		2	0
	13	0		1	0
	19	0		2	0
19	64	0	4	5	0
	18	0		1	0
	16	0		0	0
	15	0		0	0
	14	0		0	0
20	63	0	5	12	0

5	0	0
	2	0
	1	0
	2	0
6	5	0
	6	0
	8	0
	14	0
	21	0
7	49	0
	23	0
	41	0
	55	0
	57	0
8	176	0
	36	0
	35	0
	18	0
	25	0
9	114	0
	9	0
	13	0
	8	0
	11	0
0	41	0
	17	0
	18	0
	25	0
	14	0
1	74	0

--24 HOUR TOTALS

```

CHAN:  TOTALS:
  1  1159
  2    0

```

CITY OF PORTLAND  
BUREAU OF TRAFFIC ENGINEERING  
TRAFFIC COUNT TAB  
COUNT TAKEN ON 4-15-50  
DAY OF WEEK —  
COUNT TAKEN BY BE

HOUR: CHANNEL:  
1 2

	19	0
	21	0
	11	0
	23	0
12	74	0
	25	0
	14	0
	21	0
	11	0
13	71	0
	23	0

3238 DATA



```

      SETUP   DATE:  904           SETUP   TIME: 1201
RETRIEVAL   DATE:  905   RETRIEVAL   TIME: 1202

```

SW Palatine Hill Rd W/BQ  
E/SW Boone Ferry Rd

[illegible]

--24 HOUR TOTALS

CHAN: TOTALS:

1	<del>729</del>
2	9

751

HOUR: CHANNEL

1 2

	10	0
	11	0
	12	0
	14	0
13	47	0
	10	0
	7	0
	14	0

**CITY OF PORTLAND  
BUREAU OF TRAFFIC ENGINEERING**

TRAFFIC COUNT TAB

COUNT TAKEN ON 9/4-9/5/80

Thurs-Fri

DATE OF WEEK  
COUNT TAKEN BY 32

STATION: 1269 IDENT: 1111 PRODS: 1001 INTRVL: 15 MIN

SETUP DATE: 904 RETRIEVAL DATE: 905 SETUP TIME: 1215 RETRIEVAL TIME: 1312

LOC: SW Primrose St - W / SW Boones Ferry Rd.

Ch1 = E/BQ  
Ch2 = W/BQ

CH1	CH2	CH3	CH4
11	25	32	39
9	13	4	12
9	13	5	8
32	64	5	11
10	20	7	11
2	10	23	22
5	15	42	
5	13	7	10
22	58	8	13
8	14	4	7
8	21	3	4
7	15	24	22
6	17	34	
29	67	1	3
8	15	3	6
13	27	1	2
9	16	0	0
24	49	1	5
54	107	11	
9	18	3	3
11	19	1	2
13	27	3	4
12	20	2	4
45	84	2	13
17	40	0	0
17	32	2	4
17	32	0	0
8	24	0	0
15	27	3	2
57	123	4	1
6	17	1	1
18	32	1	2
6	15	0	0
9	16	0	0
39	80	0	0
6	16	0	0
5	10	0	1
12	22	0	1
16	31	0	0
39	79	1	2
11	20	0	3
11	18	0	1
14	26	6	1
7	15	6	6
43	79		

0	1
2	5
2	9
1	13
5	29
0	2
5	14
5	22
8	15
18	53
1	6
6	18
4	15
2	12
13	51
4	10
4	9
1	4
2	13
11	36
3	17
9	19
9	20
6	16
27	72
5	14
10	15
3	16
7	15
25	60

CITY OF PORTLAND  
BUREAU OF TRAFFIC ENGINEERING  
TRAFFIC COUNT TAB  
COUNT TAKEN ON 9/4/95/80  
DAY OF WEEK Thursday  
COUNT TAKEN BY [Signature]

--24 HOUR TOTALS

CHAN: TOTALS:  
1 557 560 = E/BQ  
2 1221 1224 = W/BQ  
664 = W/BQ

HOUR	CHANNEL	1	2
		4	13
		8	17
		10	18
		10	16
13	32	64	

STATION: 1270 IDENT: 1111 PROG: 1001 INTRVL: 15 MIN

SETUP DATE: 904 RETRIEVAL DATE: 905 SETUP TIME: 1218 RETRIEVAL TIME: 1317

SW Boones Ferry Rd S/RD - N/SW Primrose St

hour:	channel:	1	2	1	2	1	2
		15	0	15	0	3	0
		16	0	16	0	8	0
		9	0	17	0		
		16	0	7	38	0	
13	34	0		22	56	0	
	79	0			7	0	
	20	0			14	0	
	20	0			14	0	
	17	0			10	0	
	26	0		23	45	0	
14	83	0			16	0	
	21	0			10	0	
	26	0			10	0	
	18	0			6	0	
	19	0		24	42	0	
15	84	0			9	0	
	21	0			11	0	
	33	0			6	0	
	26	0			6	0	
	28	0			8	0	
16	108	0		1	28	0	
	29	0			4	0	
	26	0			5	0	
	37	0			0	0	
	51	0			3	0	
17	143	0		2	12	0	
	67	0			1	0	
	89	0			1	0	
	62	0			1	0	
	46	0			0	0	
18	264	0		3	3	0	
	24	0			3	0	
	34	0			1	0	
	26	0			2	0	
	21	0			1	0	
19	105	0		4	7	0	
	18	0			0	0	
	9	0			0	0	
	20	0			1	0	
	18	0			0	0	
20	65	0		5	1	0	
	19	0			0	0	
	15	0			2	0	
	17	0			2	0	
	19	0			4	0	
21	70	0		6	8	0	

--24 HOUR TOTALS

CHAN: TOTALS:

1 1546  
2 0 1591

hour: channel:

1 2

19 0  
16 0  
22 0  
22 0  
13 79 0  
25 0

CITY OF PORTLAND  
BUREAU OF TRAFFIC ENGINEERING  
TRAFFIC COUNT TAB  
COUNT TAKEN ON 9/4/95  
DAY OF WEEK Thursday  
COUNT TAKEN BY BE



**CITY OF PORTLAND, OREGON  
BUREAU OF TRAFFIC ENGINEERING**

**COLLISION DIAGRAM**

LOCATION SW BOONES FERRY RD @ PRIMROSE / PALATINE HILL COMPILED BY EVANS  
PERIOD COVERED 1976 TO 1979 DATE 3/27/80

**LEGEND**

- Person Killed
- Person Injured
- ←----- Pedestrian Killed
- Pedestrian Injured
- ←----- Property Damage Only
- ←+ Collision-Rear-end
- + Collision-Head-on
- ←+ Collision-Sideswipe
- Path of Pedestrian

- ← Path of Vehicle
- Path of Animal
- ←+ Vehicle Moving
- Vehicle Stopped
- ←+ Vehicle Backing
- Properly Parked
- Improperly Parked
- ←+ Vehicle Overturned
- ←+ Vehicle Skidded

S.W. PRIMROSE ST.

S.W. BOONES FERRY RD.

S.W. PALATINE HILL RD.

Impact @  
100ft North of int sect.  
of Boones Ferry &  
Palatine Hill Rd.  
(on curve)



COLLISION TYPE	1976				1977				1978				1979				6 mo's 1980			
	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total
Angle																				
Head-on														1	1					
Rear-end																				
Sideswipe																				
Turning Movement																	1		1	
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
<b>TOTAL</b>				0				0				0		1	1		1		1	



United Parcel Service 6707 No. Basin Ave., Portland, Oregon 97217

November 19, 1980

Bureau of Traffic Engineering  
420 S.W. Main  
Portland, OR 97204

Attention: Don Bergstrom, Chief

Dear Mr. Bergstrom:

United Parcel Service is asking your permission again, as we have the last three years, to cover the no parking signs on the West side of the 6700 block of North Basin Avenue from December 1, 1980, through December 23, 1980.

We ask your permission in order to alleviate the congestion caused by the public, shipping Christmas parcels with us during the holiday season.

Basin Avenue, as you know, is a four lane street that dead ends one block to our North.

The Port of Portland has also given approval. Your immediate consideration will be appreciated.

Respectfully,

*Paul Cook*

Paul Cook  
Customer Service Manager

PC:dc

cc: Sue Hathaway -Marxer  
Port of Portland

TR # 3694

W.O # 22745

**RECEIVED**

NOV 24 1980

*mlr*  
BUREAU OF  
TRAFFIC ENGINEERING

2/1

TOM RHODES

283-6504



United Parcel Service 6707 No. Basin Ave., Portland, Oregon 97217

November 19, 1980

Bureau of Traffic Engineering  
420 S.W. Main  
Portland, OR 97204

Attention: Don Bergstrom, Chief

Dear Mr. Bergstrom:

United Parcel Service is asking your permission again, as we have the last three years, to cover the no parking signs on the West side of the 6700 block of North Basin Avenue from December 1, 1980, through December 23, 1980.

We ask your permission in order to alleviate the congestion caused by the public, shipping Christmas parcels with us during the holiday season.

Basin Avenue, as you know, is a four lane street that dead ends one block to our North.

The Port of Portland has also given approval. Your immediate consideration will be appreciated.

Respectfully,

*Paul Cook*

Paul Cook  
Customer Service Manager

C. J. MASCO	
TO:	NICKI
Date:	12-1-80
Assign To:	CLIFF
Refer To:	
Return To:	
Disposed With Me	
Please Handle	X
For Your Info,	
Please Answer	
Please Attend	

PC:dc

cc: Sue Hathaway -Marxer  
Port of Portland

RECEIVED

NOV 24 1980

BUREAU OF  
TRAFFIC ENGINEERING

Copy to Nicky 11/28/80 RCV



"B"

December 18, 1980

Bob Nordlander  
Box 3529  
Portland, OR 97208

Dear Bob:

As promised we are enclosing a partial list of material for the traffic signal at N. Burgard and Terminal Rd.

The City will furnish a temporary controller until the new controller is delivered.

The preliminary plan and details, enclosed, will help in ordering this material.

Final drawings and specifications will be ready for January 1, 1981.

If you have any questions on this, please call.

Sincerely,

R. C. Speer  
Assistant City Traffic Engineer

RCS:mc

Encl.

cc: Jim Wilson

PARTIAL MATERIAL LIST  
TRAFFIC SIGNAL  
N. BURGARD ST. AT N. TERMINAL RD.

- 1 30' - 0 gauge, galvanized steel pole, 12" nominal base diameter with 16 & 1/2" bolt circle.
- 3 28' - 0 gauge, galvanized steel poles, 12" nominal base diameter with 16 1/2" bolt circle.
- 6 Modular neon pedestrian signals with "clam shell" mounting brackets.
- 4 Three light vehicle signals with 12" red, 12" yellow and 12" green lenses complete with span wire suspension fittings.
- 4 Three light vehicle signals with 12" red, 8" yellow and 8" green lenses complete with span wire and suspension fittings.
- 1 3 phase full actuated NEMA controller complete with conflict monitor, load switches, emergency flash relays and flasher, pole mounted cabinet with thermostat, fan and night light.
- 1 4 channel Canoga loop amplifier with scanning.
- 1 Single channel extension amplifier
- 4 Pedestrian push buttons
- 1 9"X12 " pedestrian instruction sign with left arrow 9"
- 3 9" X 12" pedestrian instruction signs with right arrow.

All above materials to conform to applicable sections of City of Portland standard specifications for traffic signal installations, 1975

STR "B"

CITY OF PORTLAND, OREGON  
BUREAU OF TRAFFIC ENGINEERING

COLLISION DIAGRAM

LOCATION N. BANK ST @ N MIDWAY AVE COMPILED BY THOMPSON  
PERIOD COVERED 1977 TO 6 mos 1980 DATE 11-18-80

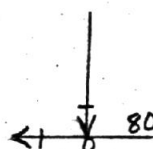
LEGEND

- Person Killed
- Person Injured
- △ Pedestrian Killed
- △ Pedestrian Injured
- Property Damage Only
- ⊕ Collision-Rear-end
- ⊕ Collision-Head-on
- ⊕ Collision-Sideswipe
- Path of Pedestrian

N. MIDWAY AVE



N. BANK ST



- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

COLLISION TYPE	1977				1978				1979				6 mos 1980							
	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total
Angle													1		1					
Head-on																				
Rear-end																				
Sideswipe																				
Turning Movement																				
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL				0				0				0	1		1					

T.R. 9036



# TRAFFIC COUNT TAB

Date 11/19/80  
 Day WEDNESDAY  
 Weather CLOUDY

ON N. BANK ST.  
E./N. MIDWAY AVE RCH

ON \_\_\_\_\_

DIRECT- TIME ON	EW/Bd							
A.M.								
7-8	18							
8-9	8							
9-10	3							
10-11	9							
11-12	23 12							
P.M.								
12-1	3 15							
1-2	11							
2-3	6							
3-4	16							
4-5	29							
5-6	44							
6-7	11							
7-8	11							
8-9	10							
9-10	4							
10-11	3							
11-12	5							
A.M.								
12-1	5							
1-2	0							
2-3	0							
3-4	1							
4-5	0							
5-6	4							
6-7	2							
TOTAL	254 227							
GRAND TOTAL								

# TRAFFIC COUNT TAB

Date 11/19/80

Day WEDNESDAY

Weather CLOUDY

ON N. MIDWAY AVE  
S/N. BANK ST. RCL5

ON \_\_\_\_\_

DIRECT- TIME	ION							
A.M.		N+S/Pl.						
7-8		73						
8-9		85						
9-10		14						
10-11		15						
11-12		33						
P.M.								
12-1		31						
1-2		34						
2-3		24						
3-4		115 <sup>35</sup>						
4-5		45						
5-6		57						
6-7		48						
7-8		44						
8-9		31						
9-10		31						
10-11		20						
11-12		9						
A.M.								
12-1		6						
1-2		2						
2-3		2						
3-4		1						
4-5		1						
5-6		5						
6-7		17						
TOTAL		743 <sup>663</sup>						
GRAND TOTAL								

STR "B"

# ARTHUR L. WEST & SON, INC.

Painting Contractor

4315 N.E. 114th STREET - VANCOUVER, WASHINGTON 98665

Phone Vancouver 573-2622 - Portland 223-1451

*MCR  
gave to Cliff -  
called and informed  
on 7-10-80 that no action  
would be made for  
1-2 weeks -  
B.M.*

June 20, 1980

Attn: Miss Joan Loomis

Traffic Engineering  
317 S W Alder Street  
Portland, OR 97204

RE: Warehouse Building at 5424 N. Borthwick

Dear Joan;

We are requesting that the existing No Parking sign be changed to a Loading Zone.

There are two overhead doors approximately 25 ft apart on the building facing Borthwick, where the No Parking sign exists.

A Loading Zone there would serve both Tenants very nicely.

Yours Truly

*Michiel L. West PH. 223-1451*

Michiel L. West

Tenant *Michiel L. West Inc.*

Tenant *San Diego*

Owner *Dampson*

RECEIVED  
JUN 30 1980  
BUREAU OF  
TRAFFIC ENGINEERING

T.R # 10055  
W.O # 22605

STR "B"

*Magne*  
*Drum*

THE CITY OF  
**PORTLAND**



**OREGON**

MIKE LINDBERG  
COMMISSIONER  
BUREAU OF FIRE

KENNETH L. OWENS  
CHIEF FIRE MARSHAL  
FIRE PREVENTION  
DIVISION

55 S.W. ASH STREET  
PORTLAND, OR 97204  
(503) 248-4363

September 8, 1980

TO: Neil McGinnis, Bureau of Street & Structural  
Engineering, Bldg. 130, Room 625 4329

FROM: Kenneth Owens, Chief Fire Marshal, Bureau of Fire,  
Bldg. 139, Room 304

SUBJECT: Job No. 6084, Alley: N. Blandena Street From N.  
Colonial Avenue to Approximately 90 ft. Westward

Capt. Edwards visited the site of the proposed street improvement as well as consulting Engine 24 company officers concerning the above subject. The company officers confirmed what Capt. Edwards expressed concern about to you during your visit to our office, that of the very short turn radius entering Blandena from N. Colonial. The narrowness of Blandena plus the short turn radius, plus the fact that there is usually a vehicle parked on the east side of the intersection mitigates against us responding in a safe, quick manner. Just recently Engine 24 and Truck 7 from North Going and Maryland had to respond to a call in this subject location and had a very difficult time making the turn. The fact that the telephone pole is so close to the street on the SW corner of the intersection doesn't help matters any. The telephone pole and the parked auto are what made it so difficult to negotiate the corner.

We recognize your design problems and offer this solution:

- 1) Make the street as close to 20 feet wide as possible.
- 2) Post N. Blandena for "Fire Lane - No Parking" on both sides.
- 3) Post N. Colonial, at least for several car lengths back on the east side of the intersection with N. Blandena, "No Parking - Tow Away Zone."
- 4) Move the telephone pole back from the corner of intersection as far as possible.

By Gerald E. Edwards (ll)  
Gerald E. Edwards  
Staff Captain

GEE/lh





Neely  
THE CITY OF  
PORTLAND



OREGON

DEPARTMENT OF  
PUBLIC WORKS  
MIKE LINDBERG  
COMMISSIONER

OFFICE OF  
PUBLIC WORKS  
ADMINISTRATOR

621 SW ALDER  
PORTLAND, OR 97205

TEMPORARY STREET CLOSURE PERMIT

A revocable permit in accordance with Section 17.44.020 of the Code of the City of Portland is hereby issued to SUZANNA LITOFÉ 3028 NE. BRAZEE ST.

to close NE BRAZEE ST. BETWEEN NE. 30th AVE and NE 31st AVE.

temporarily in order to HOLD A BLOCK PARTY

from 4pm-10pm (time) September 6, 1980 (date)  
and to - ~~not~~ provide for pedestrian traffic

1. This permit is for the use of the street area only and shall be subject to necessary use by emergency vehicles.
2. This permit shall not exempt the grantee from obtaining any license or permit required by the City Code or Ordinances for any act to be performed under this permit, nor shall this permit waive the provisions of any City Code, Ordinance, or the City Charter except as herein stated.
3. The grantee shall hold the City of Portland, its officers, agents, and employees free and harmless from any claims for damages to persons or property, including legal fees and costs of defending any actions or suits, including any appeals which may result from the use of the street area under this permit by providing evidence of insurance protecting the City of Portland, its officers, agents, and employees as follows:  
Bodily injury \$100,000 for one claimant and \$300,000 for one occurrence, property damage \$50,000 for one claimant and \$300,000 for one occurrence, said insurance to be kept in full force and effect at all times. This permit is automatically revoked without further action by the Council if this insurance is permitted to lapse, is cancelled or, for any other reason, becomes inoperative.  
This permit is revocable at any time, either by the Bureau of Police or the City Engineer, and no expenditure of money or lapse of time or other act or thing shall operate as an estoppel against the City of Portland or be held to give the grantee any vested or other right. Upon revocation of this permit, the grantee shall immediately reopen said street to the normal use of the public.
5. The grantee shall at his own expense provide barricades, signs, and illumination as required by City Engineer and Traffic Engineer.

Additional Permits Required:

Bur. Traffic Eng. (Meter Hoods)  
Bur. Buildings (Street Use)  
Bur. Neighborhood Environ. (Noise)

Insurance ON FILE  
Fee NONE  
Receipt # \_\_\_\_\_  
BUC # \_\_\_\_\_

cc: Bureau of Buildings  
Bureau of Traffic Engineering  
Bureau of Police  
Bureau of Fire

CITY ENGINEER

by

Accepting the terms and conditions of this permit:

Grantee

Date Signed

Permit No.

*John M. Langford*

*Steve Nazzari*

*Suzanne Litofe*

*9-4-80*

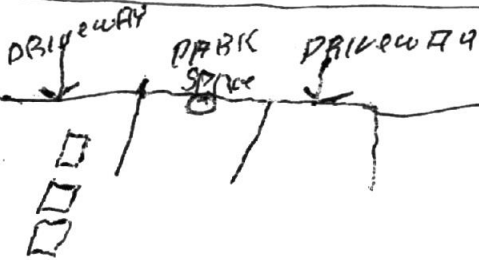
*38-80*

RECEIVED  
SEP 8 1980  
BUREAU OF  
TRAFFIC ENGINEERING

5-9-80 Broadway  
SAUMOR GAS SERVICE  
2431 N.E. BROADWAY

TO WHOM IT MAY CONCERN:

I LARRY ADYE, Lessee of SAUMOR GAS SERVICE  
STATION DO REQUEST AND PARKING SIGN ON A  
SMALL ONE CAR PARKING SPACE BETWEEN TWO  
DRIVEWAYS WHICH CREATES A HAZARD TO CARS  
LEAVING STATION MAKING A RIGHT TURN AND  
TO PARKED CAR (7 ACCIDENTS SINCE NOV. 6, 1979



N.E. BROADWAY

Larry adye  
Lessee

TR 9441  
WO-31054

*Boones Ferry Rd*

August 15, 1980

INTEROFFICE MEMORANDUM

FROM: M. J. Martini  
Bureau of Traffic Engineering

TO: Bureau of Planning  
Code Administration, 130/211

SUBJECT: CU 67-80, Lewis & Clark College  
10120 S.W. Boones Ferry Rd.

Access to the Lewis and Clark proposed parking lot is located on the east side of Boones Ferry Rd., north of 4th Avenue.

The average week day traffic on Boones Ferry Rd. is 7,500. This section has a posted 40 MPH speed zone. The minimum desirable stopping sight distance south of the driveway is 275 ft. and 300 ft. north of the driveway. These sight distances can be obtained by clearing the berry bushes and other vegetation along the east side of the roadway.

The applicant does not propose to pave the parking lot or driveway. Their plan indicates a 20 foot driveway. The minimum desirable width of driveways is 30 feet.

Observation during sports events in the past has indicated parking on both Boones Ferry Rd. and 4th Avenue. Neither of these streets have adequate width to permit parking along the shoulders. A hard surface lot which can be striped is highly desirable in order to provide maximum utilization of the lot.

EQ 67-80  
August 15, 1980  
Page 2

This Bureau recommends a conditional use be granted subject to the following conditions:

1. Access be designed to provide a minimum 275 feet sight distance south of the driveway and 300 feet to the north.
2. A hard surfaced driveway be provided with a minimum width of 30 feet.
3. A paved and striped parking lot with a minimum width of 80 feet spaces be constructed.

MJM:WES:mc



THE CITY OF  
**PORTLAND**



**OREGON**

CONNIE McCREADY  
MAYOR

OFFICE OF  
PLANNING AND  
DEVELOPMENT

BUREAU OF  
PLANNING  
621 S.W. ALDER ST.  
PORTLAND, OR 97205

FRANK FROST  
ACTING DIRECTOR  
248-4253

CODE  
ADMINISTRATION  
248-4250

LONG RANGE  
PLANNING  
248-4260

SPECIAL  
PROJECTS  
248-4509

TRANSPORTATION  
PLANNING  
248-4254

HOUSING AND  
POPULATION  
248-5525

*SPARK*  
DATE: August 6, 1980

MEMORANDUM

TO: Government Agencies and Neighborhood Association(s)

FROM: Code Administration Section, 130/211

RE: CU 67-80

A public hearing will be held to consider the following request  
during September 1980.

Applicant: Lewis and Clark College  
Glenn H. Gregg 244-6161

Proposal: Conditional use for addition to a college playfield

Location: 10120 S.W. Boones Ferry Road (Near S.W. 4th Ave.)

Legal Description: TL 28, TL 55 and TL 35 Section 1S 1E and  
TL 6 and TL 59 Section 1S 1E

Lot (Site) Size: 27.76 acres

Quarter Section: 4028 and 4029

Neighborhood: Collins View

Zone: R 10

Description of Plan: To improve a college baseball, soccer field. The applicant proposes improvements and additions to the facility including a 15 foot high press box, two concrete dug-outs, a concrete bleacher recessed into a bank to accomodate 100 spectators, an 8 foot high scoreboard, an extension to the top of the back-stop and an existing 4 foot outfield fence increased to 8 feet. A public address system is also proposed.

New landscaping, grading and asphalt paved walk-ways are included in the proposal.

The applicant proposes enlarging a small parking lot to a 40 spaces gravelled lot. Access to the lot would remain at S.W. Boones Ferry Road

**RECEIVED**

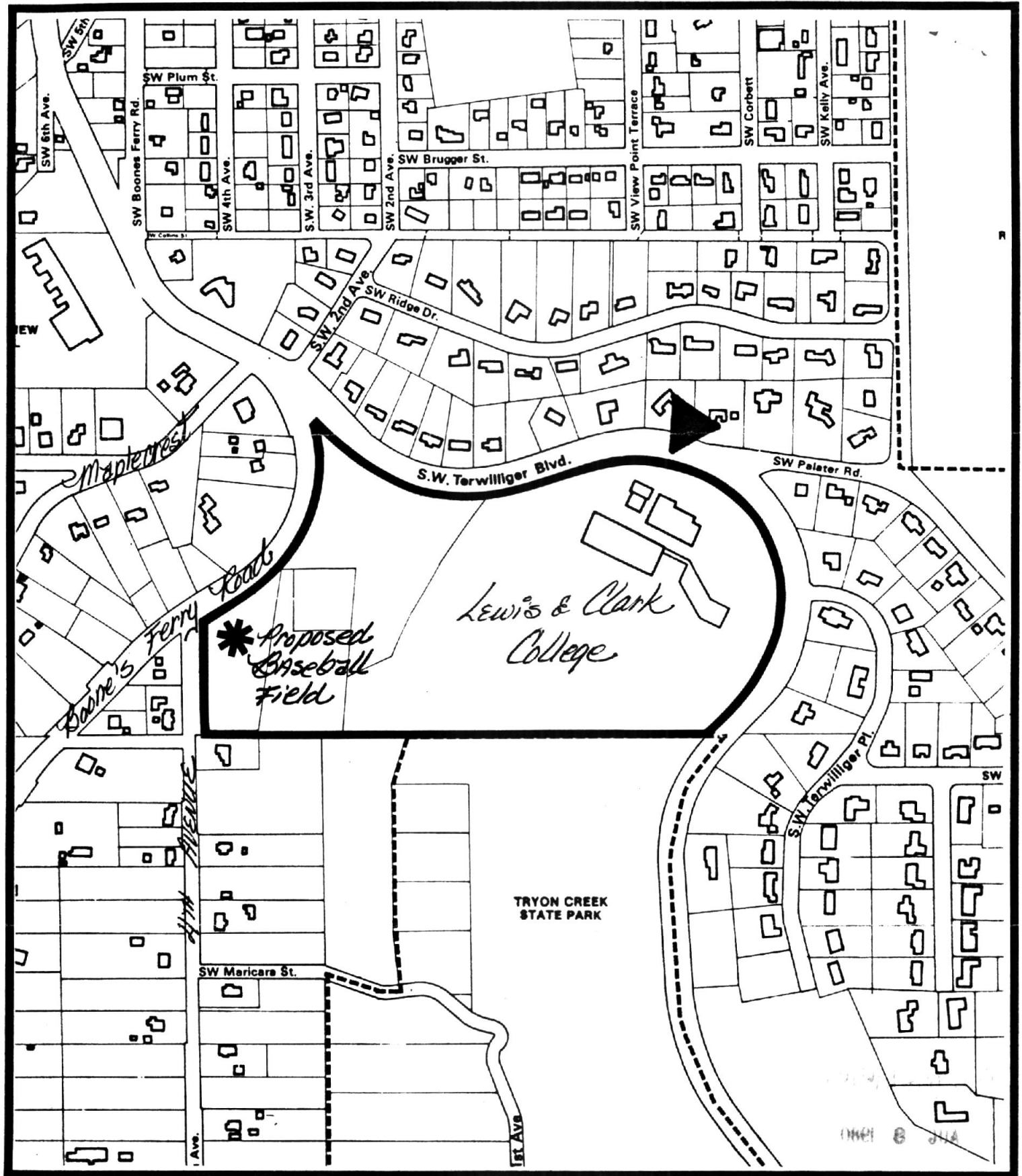
AUG 8 1980

**BUREAU OF  
TRAFFIC ENGINEERING**

We are interested in any impact this request would have relating to your field of expertise and would appreciate your review and opinions before August 20, 1980. If you need additional information regarding this request, we would be glad to assist you at 248-4250.

NW/1b  
6/17/80

*Bergstrom*



# Land Use

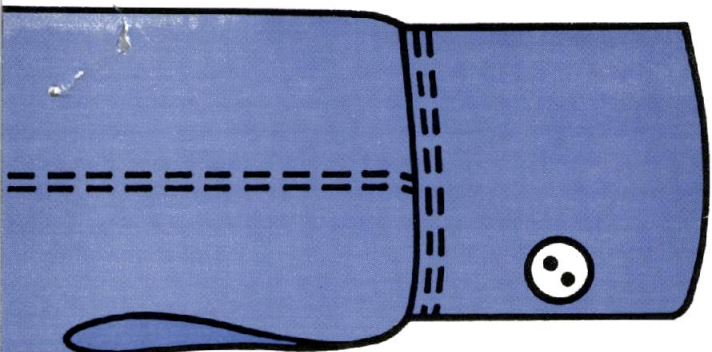
*20' dwg*



File No. \_\_\_\_\_  
 1/4 Section \_\_\_\_\_  
 Scale \_\_\_\_\_  
 Request \_\_\_\_\_  
 Exhibit \_\_\_\_\_

TRAFFIC ENGINEERING

STR "B"



Coverall Uniform Supply

2522 N.E. Union Avenue  
Portland, Oregon 97212

Telephone 503/288-6881

C. J. MASCO	
TO:	NICKI
Date:	7-29-80
Assign To:	CLIFF
Refer To:	
Return To:	
Discuss With Me	
Please Handle	
For Your Info.	
Prepare Answer	
Please Attend	

July 24, 1980

City of Portland  
Traffic Control  
317 S.W. Alder  
Portland, Oregon 97204

Attn: Mr. Cliff Knudson

Dear Sir:

As per our telephone conversation of July 22, 1980, I am submitting a request that the street signs adjacent to our building be adjusted as per the enclosed diagram.

The reason we are requesting the change is that we are experiencing some blockage of our driveways, thus preventing access to our building. The one parking spot between the driveways is only long enough for a compact car.

Your prompt attention to this matter is appreciated.

Sincerely,

*Dennis T. Walker*

Dennis T. Walker,  
Vice President,  
General Manager

'G

TR # 10071  
W.O. 22670  
" 22671

DTW/cm  
Encl.

RECEIVED  
JUL 28 1980  
BUREAU OF  
TRAFFIC ENGINEERING



Union Ave. North →

Change to 10 min parking  
1 Hour parking Presently

Coverall Drive way A

INSTALL NO PARKING sign

Coverall Drive way B

BRAZOS STREET West →  
North side of street.





*FILE*  
**Department of Transportation  
HIGHWAY DIVISION**

TRANSPORTATION BUILDING, SALEM, OREGON 97310

*magin  
STRUB*

*DRW  
(all state or police matters)*

In Reply Refer to  
File No.:

TRA 7

April 28, 1980

Mr. Dave Astle  
Assistant Commissioner  
Rail-Air Program  
Public Utility Commissioner  
Labor & Industries Building  
Salem, OR 97310

CE RE RME RCE RE  
TE RECEIVED RSM  
UE APR 30 1980 RSD  
SO REGION I RBI  
TO

Dear Mr. Astle:

Your March 24, 1980, letter to E. L. Hardt regarding conditions at the intersection of NW Balboa Street with St. Helens Road in Portland has been forwarded to this office for response.

Northwest Balboa Street is a city street on which the Oregon Department of Transportation does not have jurisdiction. Additional signing, or other forms of traffic control, on Balboa Street back from its intersection with St. Helens Road is the responsibility of the City of Portland.

The intersection of Balboa Street with St. Helens Road is under State jurisdiction. We have investigated this location in the field and have determined that improvements to the channelization at this junction could be made. We presently have a scheduled construction project on this section of St. Helens Road which is listed on the Six-Year Plan scheduled for 1983. Any widening of the Saltzman Creek structure to provide an acceleration lane for Balboa Street should be undertaken in that project.

In the interim period, we recommend that the northwest end of the raised island at this intersection be extended to provide more positive guidance for vehicles exiting Balboa Street. We also recommend that a "Keep Right" sign be installed on the back of the post holding the existing "Only" sign on the island. Region office will take the necessary action to implement these recommendations.

*Rt. Tn. Only  
Sym.*

Sincerely,

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George  
Traffic Engineer

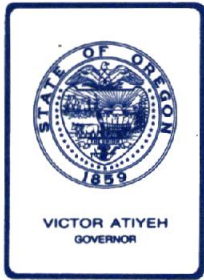
DRW:jrb

bc: E. L. Hardt ✓  
R. Trygstad  
J. H. Versteeg

*CC: Dave Magin*

**RECEIVED**  
MAY 5 1980  
TRAFFIC ENGINEERING  
BUREAU OF PORTLAND  
CITY OF PORTLAND

*Per our discussion,  
Ed Hardt*



## PUBLIC UTILITY COMMISSIONER OF OREGON

LABOR & INDUSTRIES BUILDING, SALEM OREGON 97310 PHONE (503) 378-6351

March 24, 1980

*Magnie*  
*Down*

Ed Hardt, Regional Engineer      OL3-3090  
Oregon State Hwy Division  
PO Box 2157  
Portland OR 97202

Don Bergstrom, Traffic Engineer  
City of Portland  
420 SW Main  
Portland OR 97204

Re: Crossing No. 6A-140, NW Balboa St., Portland

We have received several complaints regarding the highway movement of hazardous materials over the above crossing. The complainants have specifically mentioned close encounters between large vehicles traveling towards St. Helens Road and trains. The crossing is currently protected by newly installed flashing light signals and automatic gates.

There are four tracks at the crossing, running in a northwest-southeast direction, two main tracks, one lead track and one spur track. St. Helens Road intersects Balboa Street just southwest of the tracks. There are around 56 switching movements, 20 freight train movements and 6 passenger train movements over Balboa Street daily. The current maximum speed limit (railroad imposed) for trains on the main line tracks is 35 mph. Left turns from Balboa Street are prohibited. A small island directs this traffic to the right.

On March 3, 1980, our staff conducted a 16-hour traffic study of the crossing and the adjacent intersection of Balboa Street and St. Helens Road. Our observations follow:

1. On that date 1,346 vehicles were observed using the crossing between 6 a.m. and 10 p.m.; 685 from St. Helens Road and 661 toward St. Helens Road on Balboa Street. Seventy-five hazardous materials vehicles used the crossing during this period of time, or 5.6 percent of the traffic.

*P.U.C. - (1)*

**RECEIVED**  
MAR 31 1980  
*nlr*  
BUREAU OF  
TRAFFIC ENGINEERING



March 24, 1980

Page Two

2. Vehicles must stop before entering St. Helens Road. Even though all are required to turn right, 10 percent (66) were observed making a left turn onto St. Helens Road over or around the traffic island. Since St. Helens Road is extremely busy, on occasion these vehicles caused following vehicles to stop on the tracks.
3. Even vehicles turning right onto St. Helens Road frequently must stop for long periods of time, waiting for a break in traffic. The acceleration lane on St. Helens Road at this location is very short, and there is no shoulder to wait on because St. Helens Road crosses a small stream on a short bridge just westerly of Balboa Street.
4. Trucks over 34 feet in length are foul of the main line track when stopped at the STOP sign at St. Helens Road and Balboa Street. (The stop clearance line at St. Helens Road is 38 feet from the centerline of the nearest track.) In one instance, on March 3, a Gilmore Steel truck was almost struck by a southbound passenger train. The passenger train stopped about 15 feet short of Balboa Street, averting the collision. A heavier train would not have been able to avoid this collision. The truck was waiting to pull onto St. Helens Road and had stopped before the crossing signals were activated.
5. Numerous instances were noted of motorists turning left from St. Helens Road onto Balboa Street and passing to the left of the traffic island. Several motorists traveling southwest on Balboa Street were confronted with these vehicles heading at them in the wrong lane and had to stop on the tracks to avoid a collision.

We urge that the following improvements be made at this intersection:

1. Lengthen the acceleration lane for traffic turning right from Balboa Street onto St. Helens Road to allow vehicles to merge safely with westbound traffic on St. Helens Road. This would also allow motorists to clear the crossing area more quickly. The bridge over the stream west of the crossing would have to be widened to accomplish this.

State  
(later  
const.)

March 24, 1980  
Page Three

State/  
flush ext.

2. Raise and extend the existing traffic island to more positively prevent left turns onto St. Helens Road; and to prevent motorists entering Balboa from passing on the wrong side of the island.

City pol.

3. Provide additional police enforcement of the right turn requirement from Balboa Street to St. Helens Road.

We would appreciate your comments on our recommendations.

*David J. Astle*

David J. Astle  
Assistant Commissioner  
Rail-Air Program

lm:8254F

cc: L. E. George  
R. D. Trygstad  
J. G. Edwards  
C. F. Intlekofer  
JJL, CJR, EEI, DLD



*Brazee  
of  
"B"*

August 7, 1980j

MEMORANDUM

TO: Don Dietrich  
FROM: Bureau of Traffic Engineering  
SUBJECT: N.E. 36th and Brazee diverter

In conjunction with the sketch previously sent to you, we are also requesting that you use our Buc #58100129 and project #0613.

If you need additional information please contact T. V. Neely 4290.

MJM:ah



# MULTNOMAH COUNTY OREGON

ST R "B"

DIVISION OF OPERATIONS AND MAINTENANCE  
9659 N.E. HANCOCK DRIVE  
PORTLAND, OREGON 97220  
(503) 253-7595

DONALD E. CLARK  
COUNTY EXECUTIVE

*H.T. - Dave-Mag. ✓* *SRM*

June 4, 1980

Mr. Keith Castleberry, Assistant Supervisor  
Traffic Maintenance  
City of Portland  
2835 N. Kerby  
Portland, Oregon 97227

Dear Mr. Castleberry:

Multnomah County has a signed agreement with the City of Portland wherein the City of Portland will maintain traffic control devices within the city, with the approval of all your designs being granted by Multnomah County. Therefore, before making any physical changes in traffic patterns, please clear with our offices. If you will specifically contact me, I will check your new designs in the field before they physically go in.

~~I wish to advise you that we do not want center lines or shoulder lines maintained on Bridgeton Road between Marine Drive and Cantenbein.~~

If you have any questions, please contact me at 255-9203 between the hours of 6:30 a.m. and 4:30 p.m., Monday through Thursday.

Very truly yours,

Howard W. Shaw  
Traffic Aids Supervisor

HWS:syr

STR "B"

July 31, 1980

Resident  
8917 N.E. Benjamin Ave.  
Portland, Oregon 97220

Dear Portlander:

A recent inspection of the "Stop" sign on the east side of N.E. Benjamin Ave. at Fremont St. showed that the sign was obscured by a row of overgrown firs.

In order to provide adequate stopping distance for "Stop" signs, it is necessary to have a minimum of 100 feet clear visibility, as shown on the attached sketch.

The City Vehicles and Traffic Code (Chap. 16.26.240, enclosed) states that no planting can legally be allowed to partially or wholly obstruct the visibility of a "stop" sign. Please trim the trees to a height of four feet or less.

An inspection will be made in ten (10) days and if this obstruction has not been trimmed, the matter will be turned over to the Bureau of Neighborhood Environment.

Thank you for your cooperation in helping to make driving in Portland safer. For further information, call Bob Evans of this Bureau, 248-4430.

Sincerely,

M. J. Martini  
Sr. Traffic Engineer

MJM:mc

2 Enclosures



THE CITY OF  
**PORTLAND**



**OREGON**

CONNIE McCREADY  
MAYOR

OFFICE OF  
PLANNING AND  
DEVELOPMENT

BUREAU OF  
PLANNING  
424 S.W. MAIN ST.  
PORTLAND, OR 97204

FRANK FROST  
ACTING DIRECTOR  
248-4253

CODE  
ADMINISTRATION  
248-4250

LONG RANGE  
PLANNING  
248-4260

SPECIAL  
PROJECTS  
248-4509

TRANSPORTATION  
PLANNING  
248-4254

23 May 1980

MEMORANDUM

TO: Gary A. Potter, Manager  
Environmental Section  
Oregon Department of Transportation  
Salem, OR 97310

FROM: Don Bergstrom, Bureau of Traffic Engineering *DEB*  
Steve Dotterer, Bureau of Planning *SWP*  
Dave Vargas, Street & Structural Engineering *DV*

SUBJECT: Barnes Road Widening: Draft Environmental Impact  
Statement

The purpose of this memo is to provide you with comments on the Barnes Road Draft Environmental Impact Statement (DEIS). The City staff have reviewed the DEIS and have made the following general comments.

The City's staff concern with the Barnes Road Widening Project is its relationship to the Arterial Street Classification Policy (ASCP), adopted June 30, 1977. The City staff is concerned that this widening project will encourage additional commuter traffic from this area and northern Washington County to use Barnes Road to connect to W. Burnside St. and travel into Portland. This is contrary to City policy on W. Burnside St. This issue is especially significant because of the increasing urbanization of Washington County and the additional road improvements planned to support this growth. The staff recognizes the need to improve the traffic circulation between the interchange and St. Vincent Hospital, but is concerned that the proposed project will encourage commuter use along this road and W. Burnside St.

West Burnside Street is classified as a "Major City Traffic Street" and a "Major City Transit Street" in the Arterial Streets Classification Policy. W. Burnside St. is intended to provide transportation service between the residential areas and the commercial and industrial centers in the northwest section of Portland. W. Burnside St. is not intended to be used as a regional commuter route from outside the Northwest district. The City policy is to maintain the present automobile capacity on W. Burnside St. within the present City limits. Additional traffic volume on W. Burnside will compound the traffic congestion on this street, particularly at the intersection of W. Burnside and NW 23rd. Also, increasing the traffic volume in W. Burnside will reduce the efficiency of bus service. Recent traffic counts and analysis for the Westside

RECEIVED

MAY 29 1980

BUREAU OF  
TRAFFIC ENGINEERING



Corridor Study by ODOT, Metro Branch (May, 1980) indicate that W. Burnside is currently operating at near capacity during peak hours, and will exceed capacity by the year 2000.

This project combined with other improvements in the area, including the reconstruction of the U.S. 26/Ore. 217 interchange, the Barnes Road extension, and the 112th Avenue connection, along with the urbanization of Washington County, will encourage commuter use of W. Burnside Street. Also, a concern of the City is the underlying assumption in the DEIS that W. Burnside Street is intended to be used as a commuter route into Portland, which is not consistent with City policy. Commuter traffic between Washington County and Portland should be directed onto the Sunset Highway. There are several planning projects underway to improve the traffic flow on the Sunset Highway, including the Westside Transitway Study.

In the Final EIS and in the determination of the final project design, the following concerns should be addressed:

1. How will the widening of Barnes Road and increasing its traffic capacity, as well as the improvement at the U.S. 26/Ore. 217 interchange, affect eastbound traffic onto W. Burnside Street and the traffic capacity and congestion at the intersection of W. Burnside and NW 23rd; or the relationship between increasing traffic on Barnes Road and the congestion on Burnside and 23rd?
2. What will the long-term effect of the Westside Transitway Study and improved transit service on the Sunset Highway on traffic use on Barnes Road and W. Burnside St.

An indirect concern of the City staff is the improved pedestrian and bicycle safety along Barnes Road. The City's Bicycle and Pedestrian Program is currently proposing revisions to the Arterial Street Classification Policy, and is recommending designation of W. Burnside St. as a bicycle pathway. Improving bicycle travel on Barnes Road would be consistent with this designation, but the Barnes Road Widening Project does not provide for bicycle lanes. The project could incorporate bicycle lanes into the project. Also, a pedestrian and bicycle pathway system could be integrated with the transit station near the interchange, as well as the future improvements to the interchange.

For the final project design, the City staff recommends:

1. Incorporate design features to discourage additional commuter traffic from using Barnes Road and W. Burnside Street. These would include selecting Alternative B with the following modifications:

- a. Narrower lanes, from the proposed 14 foot travel lane down to 12 foot travel lane. Also to consider incorporating shy distance for bicyclists, such as a four foot bicycle lane on both sides.
  - b. Traffic signals and other traffic controls could be incorporated into the project to discourage higher speed through traffic and encourage the use of Barnes Road for access to cross streets, and
2. The project should end at Barnes/Burnside instead of the county line because the project should not terminate arbitrarily at a political boundary.
  3. Incorporate bicycle lanes into the project; especially if the road widths are reduced, the extra space could be used for a paved shoulder for bicycle paths along the entire length of the project.

In addition to the above general comments on the DEIS, the following specific comments should be addressed in the final EIS.

- p. 1. DEIS Statement: Barnes Road is one of three arterials which connects suburban areas and north Beaverton with the City of Portland.

Comment: The City staff is concerned that further increases in commuter traffic on Barnes-Burnside should be discouraged because of the constraints on W. Burnside St. in the City, especially at the intersection of W. Burnside and NW 23rd. The final EIS should clarify the City's policy on the intended use of W. Burnside St. within the City of Portland.

- p. 4. DEIS Statement: Multnomah County has expressed concern that the project would generate traffic which would overload W. Burnside St.

Comment: The City is concerned that the project will compound the traffic problems at the intersection of W. Burnside St. and NW 23rd. The final EIS will need to address this issue.

- p. 73. DEIS Statement: Construction of the sidewalks and wider travel lanes on the project would allow safer use by pedestrians and bicyclists, but it would also increase the potential for conflicts among autos backing out of driveways and cyclists and pedestrians using the sidewalks.

23 May 1980  
Page 4

Comment: Bicycle and pedestrian use on sidewalks are not necessarily compatible uses of a sidewalk. The project should evaluate the need for providing a shy distance between bicyclists and motorists. A four foot bicycle lane could be incorporated into the roadway design and a white stripe could delineate the area for bicyclists. This mode of travel could serve as a feeder to the transit station near the interchange.

DB:SD:DB:db

cc: Bob Hurd, ODOT Metro



Portland  
Bureau of  
Planning

5/23

621 SW Alder  
Portland, Oregon  
97205

DON Bergstrom and

Mike Bauer *MUB*

Looks OK  
I guess we can  
live with the wording  
on page 3 a & b

RE: BARNES Ed DEIS

~~I received the BARNES Ed~~

I revised the staff comments  
in the BARNES Ed DEIS.

Please review it and let me  
know if it meets with your approval.  
If so, I'll bring the original for  
Don's signature. I need to know  
by Tuesday afternoon.

S. Iwata

OK

22 I

Called Iwata 5/27

STEPHEN IWATA  
Transportation  
248-4254



THE CITY OF  
**PORTLAND**



**OREGON**

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23 May 1980  
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DB:SD:DV:db

cc: Bob Hurd, ODOT Metro



*Magni*

*Dan Loomis JR*

*STR "B"*

ORDINANCE NO. **149620**

*1 sec 2528*

An Ordinance vacating all that portion of N. Blandena Street lying between the southerly extension of the west line of Lot 18 and the east line of Lot 17, both in Block 6, Gay Tract, a duly recorded plat, under certain conditions.

The City of Portland ordains:

Section 1. The Council finds:

1. George L. and Dorothy M. LaDu and Kenneth R. Meyers, Jr., and Ruth E. Meyers on July 31, 1979 filed a petition to vacate all that portion of N. Blandena Street lying between the southerly extension of the west line of Lot 18 and the east line of Lot 17, both in Block 6, Gay Tract, a duly recorded plat.
2. The petition states the reason for the vacation is to enlarge adjacent yard areas.
3. The vacation is recommended by the Commissioner of Public Works under certain conditions set forth in the directive action below.
4. In accordance with O.R.S. 271.100, the Council fixed a time and place for public hearing before the Council; the Auditor published notice thereof; and posted notice in the area proposed to be vacated.
5. Other procedural requirements of O.R.S. 271 have been complied with and the Council having held a public hearing finds no objections were made or filed hereto and it is in the public interest that said street be vacated.

NOW, THEREFORE, The Council directs:

- a. All that portion of N. Blandena Street lying between the southerly extension of the west line of Lot 18 and the east line of Lot 17, both in Block 6, Gay Tract, a duly recorded plat, is hereby vacated.
- b. The vacation of the above described street area is granted subject to the following conditions and restrictions:
  - (1) The petitioners pay to the City the sum of \$195.00, being the costs of these vacation proceedings in excess of the minimum \$200.00 filing fee already paid.

- (2) Nothing contained herein shall cause or require the removal or abandonment of any sewer or gas main, conduit of any kind, wire, pole or thing used, or intended to be used for any public service, and the right hereby is reserved for the owner of any such utility or thing to maintain, continue, repair, reconstruct, renew, replace, rebuild, and/or enlarge any and all such things; that no building or structure of any kind shall be built or erected within a distance of ten feet from the centerline of any such utility, except with the prior written consent of the City Engineer and the owner of the utility and that any and all contemplated building plans in said vacated area shall be submitted for approval to the City Engineer and to the Director of the Bureau of Buildings, to the end that such construction may be so adjusted with reference to all public utilities in said area as to cause a minimum of danger or inconvenience to the public and to the owner of such utility and to protect and preserve the same as presently constructed or hereinafter reconstructed, renewed, replaced and/or enlarged.
- (3) That the north 43 feet of the portion of N. Blandena proposed for vacation is reserved for future construction and maintenance of City water mains and sewer lines.
- (4) That the petitioners pay all costs of cutting and plugging an existing 2 inch diameter water main, in addition to paying all costs of relocating existing water services as required by the Chief Engineer, Bureau of Water Works.
- (5) That in the event the petitioner fails to fully comply with the above conditions within 6 months after the effective date of this ordinance, said ordinance will then be subject to repeal by the Council.

## Section 2.

- a. Petitioners shall file with the Auditor a document, which has been approved by the City Attorney, accepting the terms and conditions hereof.


## ORDINANCE No.

- b. The City Auditor shall, at the expense of the petitioners, file with the recorder, the assessor, the surveyor of the county in which said property is located, a certified copy of this ordinance and the acceptance thereof, and any map, plat or other record which may be required by law.


Passed by the Council,

**MAY 14 1980**

ORDER OF COUNCIL  
Stu Keebaugh/ms  
April 25, 1980

  
Mayor of the City of Portland

Attest:

  
Auditor of the City of Portland

end  
constr.

check +  
replace

Midway  
Johnson  
4641  
City Engineers

NPAT

ST Louis 6/8

NPAT

IVANHOE

also.

2000 1 1/2



STR "B"

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

Date: 5-5-80  
From: M. J. Martini, Bureau of Traffic Engineering  
To: Office of City Engineer  
Addressed to: 130/504 / Miller  
Subject: Job 6012 1 copy  
Closure of N. E Bryant  
at 15<sup>th</sup> and  
N E 13<sup>th</sup> at Saratoga

Plan for the above is attached.

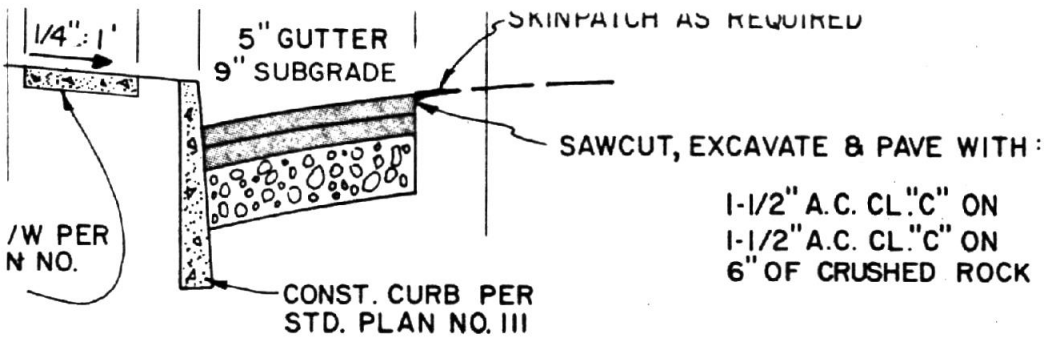
☒ NO SPECIFIC TRAFFIC REQUIREMENTS.

☒ NO SIGNAL EQUIPMENT INVOLVED. *JB*

☒ TRAFFIC REQUIREMENTS ARE AS FOLLOWS: *T.V.*

All Traffic signing To be designed  
and installed by Bur. of Traffic  
Engineering. No new signing  
can be installed by others.

☐ SIGNAL REQUIREMENTS ARE AS FOLLOWS:

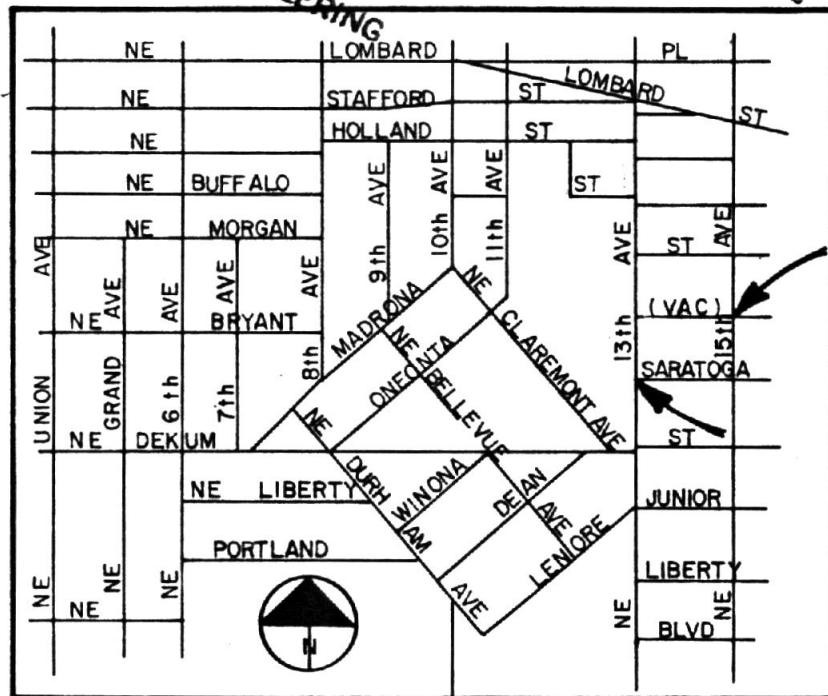


## TYPICAL SECTION - N.E. 15th AVE.

(NO SCALE)

**RECEIVED**  
APR 28 1981  
BUREAU OF  
TRAFFIC ENGINEERING

CONSTRUCTION SIGNING  
MANUAL AS PER  
CONTROL DEVICES



## VICINITY MAP

NO SCALE

CLOSURES OF  
N.E. BRYANT ST. AT N.E. 15TH AVE.

&

N.E. 13TH AVE. AT N.E. SARATOGA ST.

1/4 SECTION  
2331,  
2332

JOB NO

6012

SHEET NO

1 OF 1

(SCALE)

1/4" = 1'

SIGN INSTALLATION CERTIFICATION

THE CITY OF  
**PORTLAND**



**OREGON**

April 4, 1980

DEPARTMENT OF  
PUBLIC WORKS

MIKE LINDBERG  
COMMISSIONER

OFFICE OF  
PUBLIC WORKS  
ADMINISTRATOR

621 SW ALDER  
PORTLAND, OR 97205

TRAFFIC ENGINEERING  
BUILDING 106

Attention: Tom Neely

RE: Future Street Improvement, Job #6012 Permit

Dear Sir:

The permit section of the Bureau of Street and Structural Engineering has started designing the improvement of the closure of NE Bryant Street at the west side of NE 15th Avenue and NE 13th Avenue at the north side of NE Saratoga Street.

At this time, it is important that you research your facilities within this planned improvement area and determine whether new mains are needed or if repairs should be accomplished prior to the improvement of the street.

If you have any questions regarding this project, please contact me at 248-4340.

Very truly yours,

Lloyd A. Miller, Utility Coordinator  
Bureau of Street and Structural Engineering

LAM:mmc

*NO SPECIAL REQUIREMENTS  
TO 4-9-80*

NO SIGNAL EQUIPMENT INVOLVED

**RECEIVED**

APR 9 1980

BUREAU OF  
TRAFFIC ENGINEERING

STR "B"

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

Date:

4-3-80  
3-24-80

From

M. J. Martini, Bureau of Traffic Engineering

To

Office of City Engineer

Addressed to

130 / 520 / Route

Subject

S. W. Broodley Dr.  
from Palmer Circle  
to S. W. Lancaster Rd.  
Job 3823 2 copies

Plan for the above is attached.

☐ NO SPECIFIC TRAFFIC REQUIREMENTS.

☒ NO SIGNAL EQUIPMENT INVOLVED.

☒ TRAFFIC REQUIREMENTS ARE AS FOLLOWS:

allow one lane on S. W. Lancaster at  
all times with flagging as needed

☐ SIGNAL REQUIREMENTS ARE AS FOLLOWS:



PGI  
TTC  
3

FIELD CHECK  
By                      Date 3-24-80

CONSTRUCTION SIGNING  
AS PER  
MANUAL ON UNIFORM TRAFFIC  
CONTROL DEVICES

TRAFFIC

RECEIVED  
MAR 18 1980  
BUREAU OF  
TRAFFIC ENGINEERING

PERMIT JOB  
ORD. NO. 130672  
EXHIBIT "A"

8-17-80

ALS  TIE  IEE	S.W. BROADLEAF DRIVE FROM S.W. BALMER CIRCLE TO S.W. LANCASTER ROAD SANITARY SEWER SYSTEM	1/4 SECTION
		4027
		JOB NO
		3823
		SHEET NO
		1 OF 1

file STR "B"

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

Date: 3-13-80  
From: M. J. Martini, Bureau of Traffic Engineering  
To: Office of City Engineer  
Addressed to: 130/504/Miller  
Subject: Job 1030 1 copy  
S.E. Boise St  
from S.E. 62nd to 66th

Plan for the above is attached.

☐ NO SPECIFIC TRAFFIC REQUIREMENTS.

☒ NO SIGNAL EQUIPMENT INVOLVED. *LB*

☒ TRAFFIC REQUIREMENTS ARE AS FOLLOWS:

2-29-80

*WES* No specific traffic requirement.  
Plans indicate stop signs to be  
relocated at 63rd and 64th. These  
are street name signs and wording  
on drawings should be changed  
to read "Relocate street name signs  
as directed in the field."

☐ SIGNAL REQUIREMENTS ARE AS FOLLOWS:

"B"

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

Date: 1-17-80  
From: M. J. Martini, Bureau of Traffic Engineering  
To: Office of City Engineer  
Addressed to: 134322/ Miller  
Subject: Job 3468 1 copy  
on E. Broadway Street  
from 82nd to 86th

Plan for the above is attached.

☐ NO SPECIFIC TRAFFIC REQUIREMENTS.

☒ NO SIGNAL EQUIPMENT INVOLVED. *DB*

☒ TRAFFIC REQUIREMENTS ARE AS FOLLOWS: *5:00 AM*

No obstruction of Traffic on N.E.  
82nd Ave. during AM. & P.M. peak  
hours.

☐ SIGNAL REQUIREMENTS ARE AS FOLLOWS:

3468

**NOTE: CONSTRUCT CURB RAMPS  
(STD. PLAN NO. 116-C) IN  
ALL NEW CORNER CON-  
STRUCTION.**

GROUND AT  
PROPERTY LINE

CITY OF PORTLAND, OREGON  
**DEPARTMENT OF PUBLIC WORKS**

MIKE LINDBERG      COMMISSIONER  
JOHN LANG, P.E.      ACTING CITY ENGINEER

**NE BRAZEE STREET**  
FROM NE 82ND AVE  
TO NE 86TH AVE

APPROVED *David D. Vesper*  
ACTING BUREAU CHIEF      REG. PROF. ENGR. NO. 5413  
APPROVED *John M. Lang*  
ACTING CITY ENGINEER      REG. PROF. ENGR. NO. 8416

1/4 SECTION 2839	DATE NOV., '79
SURVEY BK./PG. 1130/266-279	FILE NO. C - 9197
RESOLUTION NO. 32441	JOB NO. 3468
DIVISION ENGINEER RWT	SHEET NO. 1
UNDERGROUND BY RWJ	OF 5

DESIGNED BY      DRAWN BY      CHECKED BY  
DHT      JEE / BT      JEH