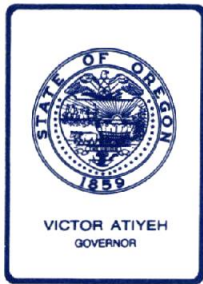


Barbur



Department of Transportation
HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

Ror
reb

In Reply Refer to
File No.:

TRA 7-3

February 5, 1980

Mr. M. J. Martini
Sr. Traffic Engineer
City of Portland
420 SW Main Street
Portland, OR 97204

Dear Mr. Martini:

This will acknowledge your letter of December 28, 1979, regarding the correct usage of the Transit Lane on SW Barbur Boulevard in Portland.

We have discussed the intent of the original concept of this lane with our Metropolitan Branch and with Assistant Attorney General and Chief Counsel Jack Sollis regarding the legal aspects.

The original intent was during peak hours (6:30 am to 9:30 am, 3:30 pm to 6:30 pm) this lane would be for the exclusive use of Tri-met buses. During off-peak hours, usage would be the same as any paved painted median area, such as we have on many of our State Highways (Mt. Hood Highway, Redwood Highway, Crater Lake Highway, etc.). The use of this painted median is not the same as a continuous left-turn lane (one solid yellow line and one broken-skip line on each side of the facility).

It was never the intent to prohibit left turns across this median during non-peak hours. ORS 487.175 covers the legality of left turns during hours not prohibited by the existing signs. It states that "a driver commits the offense of failure to drive on the right if he drives to the left of the center line of a two-way roadway having four or more lanes for moving traffic, except . . . when making a left turn at an intersection, alley or private road or driveway".

We agree that the present rider is difficult to interpret, and your suggested revision may help. For this reason, by a copy of this letter, we are requesting E. L. Hardt, Region I Engineer, to have the riders inventoried and to order replacement riders as soon as convenient.

It seems appropriate for your office to work with the Portland Police in an effort to obtain uniform interpretation and enforcement of this facility.

Sincerely,

L. E. George

L. E. George
Traffic Engineer

RECEIVED

FEB 7 1980

Mr
BUREAU OF
TRAFFIC ENGINEERING

TRI-COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON



TRI-MET

4012 SE 17th AVENUE
PORTLAND, OREGON 97202

February 29, 1980

Mr. Don Bergstrom
City Traffic Engineer
420 SW Main
Portland, Oregon 97201

Dear Mr. Bergstrom:

The Barbur Bus Lane has been in operation for over a year. The travel time study that was done during October 1978 indicated a significant time savings for buses using the Bus Lane. Given Tri-Met's increased ridership during the last year even more transit riders are benefiting from the time savings. However, there have been operational problems that have diminished the beneficial aspects of the Bus Lane.

A review of the accident reports for the first twelve months of bus operation in the Lane indicates a total of 20 accidents have occurred. Considering that Tri-Met operates in the lane for only six hours per day, the accident rate is extremely high (one every thirteen days). As can be seen from the attached list of accidents, the majority of the accidents have been caused by auto drivers that are either confused or unaware of how the lane is to be operated. Most of the accidents have involved major damage to both buses and autos.

Also of concern is the apparent lack of enforcement of the no left turn requirement during the bus lane hours of operation. On several occasions numerous autos have been observed making left turns at Water Avenue and Whitaker Street.

If the current situation is not corrected, Tri-Met may be forced to discontinue use of the lane. Before we reach that point, I would like to meet with representatives from both ODOT and the City of Portland to review the problems we are having with the lane and determine possible solutions. I would appreciate it if you would have someone from your staff contact me so that we can set a meeting time and place that will be convenient for all parties.

Sincerely,

Ron Higbee
Ron Higbee
Engineering Services Manager

Ron Fairmeizer

*10 AM Monday
Apr. 14th.*

RH/aem
enclosure
cc: Paul Bay

RECEIVED

MAR 11 1980

BUREAU OF

TRAVEL ENGINEERING

*called for scheduled meeting.
sometime after Apr 1st.*

3-12-80

11:45 AM

LIST OF BUS LANE ACCIDENTS

<u>DATE</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>
9-10-78	Rasmussen Village	Auto changing lane struck bus. Minor Damage.
9-22-78	Hamilton	Auto made left turn in front of bus.
9-26-78	Whitaker	Auto passed bus, went into bus lane and stopped. Bus struck auto.
10-03-78	Hamilton	Bus side swiped by truck.
11-02-78	Hamilton	Auto passed bus, went into bus lane and stopped. Bus struck auto.
11-14-78	Whitaker	Auto cut in front of bus and stopped to make left turn. Bus struck auto.
12-07-78	Hamilton	Auto turned left into path of bus.
12-26-78	Whitaker	Auto made left turn into path of bus.
1-04-79	Condor	Auto rear-ended bus.
1-22-79	Whitaker	Auto made left turn into path of bus
3-28-79	Bancrofft	Auto changing lanes was struck by bus in bus lane.
4-27-79	Whitaker	Auto made left turn into path of bus.
4-30-79	Hamilton	Auto made left turn into path of bus.
5-17-79	Hamilton	Bus ran red light. Operator claims light malfunctioning.
6-06-79	Hamilton	Bus struck auto that made left turn in front of bus.
7-26-79	Hamilton	Bus rear-ended truck that stopped in front of bus.
7-27-79	Hamilton	Auto made left turn in front of bus.
8-10-79	Viewpoint	Bus struck truck that turned in front of bus.
8-17-79	Lowell	Bus rear-ended auto that stopped in bus lane.
9-05-79	Bancrofft	Bus struck auto that made left turn in front of bus.

OSHD to run complete accident
analysis for Brandon - Full Length

Barbur

September 19, 1980

INTEROFFICE MEMORANDUM

TO: Mayor & Council

FROM: Don E. Bergstrom

S SUBJECT: Accidents on Banfield (HOU lanes)
and Barbur Blvd. (Bus lane).

As requested at the Sept 2, 1980 informal council session, the following accident information is furnished for Barbur Blvd. and the Banfield Freeway before and after the bus lane and the HOU lane.

Barbur Blvd. - Bus Lane

The bus lane was placed in operation two years ago in September, 1978. Accidents for a 12 month period before the bus lane totaled 44 for an accident rate of 2.54 accidents per million vehicle miles. Five of these accidents involved buses. Accidents for a 12 month period after the bus lane was in operation totaled 47 for a rate of 2.71 accidents per million vehicle miles. Seven of these accidents involved buses. This compares to an average of 3.2 accidents per million vehicle miles for comparable non-freeway arterials.

Tri-Met is in the process of evaluating the second 12 month period and should have a report out by October 1st. Necessary changes in the operation will be considered at that time.

Accidents on Banfield
September 19, 1980
Page 2

Banfield - HOU Lanes

Accidents for one year prior to the 3.5 mile H.O.U. lane total 140 for an accident rate of 1.05 accidents per million vehicle miles.

Accidents for a one year period after the H.O.U. lane total 157 for an accident rate of 1.18 accidents per million vehicle miles.

The average rate for urban freeways is 1.11 so the rate with the H.O.U. lane is not significantly higher.

The H.O.U. lane will be discontinued when the Banfield construction begins. This should occur in late 1981 or early 1982.

For further information please give me a call at 248-4295.

Sincerely,

D. E. Bergstrom
City Traffic Engineer

DEB:mc



OREGON DEPARTMENT OF TRANSPORTATION

OFFICE OF PUBLIC AFFAIRS
SALEM, 97310

FOR MORE INFORMATION CONTACT:

John J. Earley
378-6546
1-800-452-7813

September 8, 1980

80-133-S
FOR IMMEDIATE RELEASE

Bids will be received by the Oregon Transportation Commission on Thursday, September 25 for an illumination project at the West Portland Park and Ride facility on the Pacific Highway (I-5) in southwest Portland. This is a readvertised project with previous bids rejected as too high. Completion time is 150 calendar days.

This project is in addition to seven others previously advertised for this date.

#

This project is adding and
revamping some of the high pressure
sodium lights at Barbur Station

[Signature]

Barbur

*STAFF WEA
BROWN MUB
STAFF Damm*

*⑦
T.V.
W/Ken*

Barbur

July 21, 1980

Bill Lieberman
Planning Division
Tri-Met
4012 S.E. 17th
Portland, Oregon 97202

Dear Mr. Lieberman:

This letter is in regards to a proposed traffic signal at S.W. Barbur at Hooker. This will be a pedestrian actuated signal to be installed by the Metro YMCA according to City of Portland specifications.

As this installation would impact the operation of the Barbur Blvd. buslane we would like you to review and approve the proposed design. Find attached a sketch of the proposed traffic signal.

Operationally this signal would be tied in with either S.W. 4th at Sheridan or S.W. 5th at Sheridan. During the A.M. peak traffic would progress inbound to S.W. 4th at Sheridan. During the P.M. peak traffic would progress outbound from S.W. 5th at Sheridan.

I look for your reply by August 1, 1980. If I can be of assistance please call at 248-4515.

Sincerely,

Jack F. Mason
Traffic Engineer

Barbur

July 8, 1980

Mr. Bruce Ecklund
Metro YMCA
2831 S.W. Barbur Blvd.
Portland, OR 97201

Dear Mr. Ecklund,

This letter is to describe the respective responsibilities of the Metro YMCA and the City of Portland as they pertain to the Traffic signal at S.W. Barbur Blvd. at S.W. Hooker Street. For convenience the Metro YMCA will be referred to as the "Y", and the City of Portland will be referred to as the "City".

Things to be done by the City:

1. The City will prepare plans and specifications for the work.
2. The City will approve material submitted prior to construction.
3. The City will monitor the construction work.
4. The City will require that all deficiencies be corrected prior to acceptance of the traffic signal.
5. Upon acceptance of the installation by the City it shall become the property of the City. The City will forthwith assume all maintenance and power costs.

Things to be done by the Y:

1. The Y will solicit bids from and award a contract to one of the contractors recommended by the City.
2. All financial dealings, regarding the construction work, will be between the Y and the contractor.
3. The Y is obligated to have its contractor provide a signal installation that meets the plans and specifications.
4. The Y will bear the entire cost of procuring and installing the traffic signal equipment.

Bruce Eckland
July 8, 1980
Page 2

It is understood by the Y and the City that this installation will be a pedestrian actuated traffic signal. Thus vehicular signals or detection, for S.W. Hooker Street, will not be installed.

When the Y notifies the City it accepts the provisions described herein, the Y will then be authorized to proceed with bidding.

If you have any questions, please call Jim Wilson at 248-4197.

Sincerely,

D.E. Bergstrom
City Traffic Engineer

DEB/JFM/as

Barbur

August 5, 1980

Gordon Gregerson
Tice Electric
2139 S.E. Belmont
Portland, Oregon 97214

Dear Gordon;

Find enclosed 6 sets of plans and specifications for
S.W. Barbur Blvd. at S.W. Hooker Street. Please call
me at 248-4515 if you have any questions. I'll be
waiting to see your submittals.

Sincerely,

Jack F. Mason
Traffic Engineer

JFM:ah
enclosure



OREGON STATE HIGHWAY DIVISION

SUBJECT:

Street Codes

DATE: June 24, 1980

TO: Mr. Donald Bergstrom
City Traffic Engineer
Portland, OR 97204

FROM:

Carl Vistica
Traffic Engineering
ODOT*File
Barbur*

Attn: Dale Parks

We have an immediate need of the names and codes for the streets indicated on the attachments that shows the I5 - Tigard Interchange area, recently annexed the Portland.

For the ramps we recommend the names and codes as follows:

	<u>Name</u>	<u>Code</u>
1.	NB EXTO BARBUR BLVD	9470
2.	NB ENFR BARBUR BLVD	9471
3.	SB EXTO BARBUR BLVD	9473
4.	SB ENFR BARBUR BLVD	9477

For the other streets marked A,B,C, & D:

A.	Is it SW 60th Ave?	5060
B.	Is it SW Capitol Hwy?	0508
C.	Is it SW 64th Ave?	5064
D.	Is it SW Coronado, as shown on the attached Tigard map?	0530

L. E. George
Traffic Engineer
Transportation Bldg.
Salem, Oregon 97310
Attn: C. Vistica

Carl Vistica
(SIGNATURE)

PLEASE REPLY HERE

Carl:

The names and code numbers you have assigned to the ramps, one thru four, are agreeable with us.

The answers to "A Thru D" are yes.
You have them labeled correct.

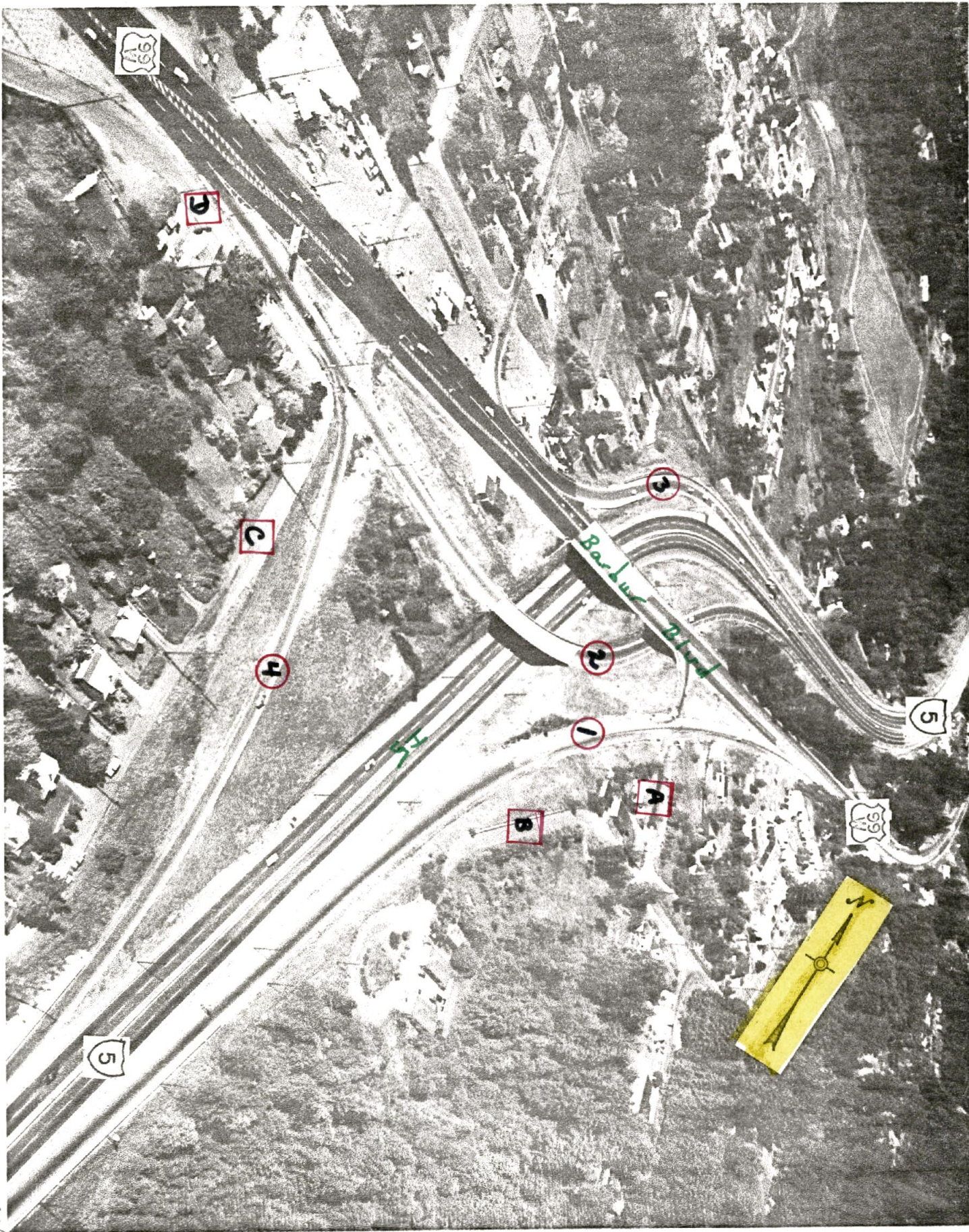
Thanks you for the information.

*returned 7-3-80**Dale Parks*
7-1-80

CC:

(SIGNATURE)

(DATE)



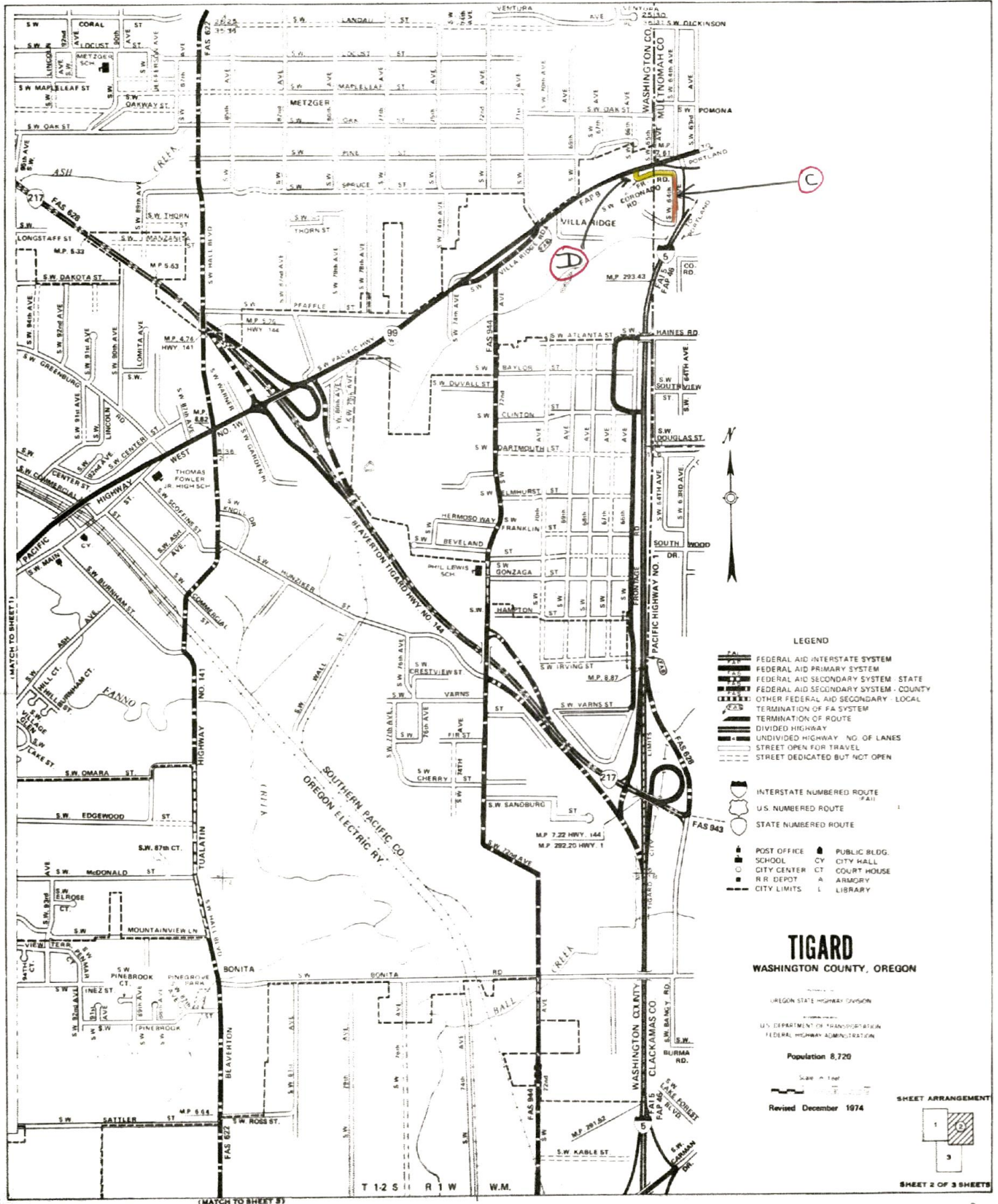
Reference for the City of Portland

167-16

Tigard Interchange

QJX
6/24/80

Reference
For Dale Parks
City of Portland
CW 6/24/80



FEB 12 1975

CW
6/24/80

Barbur

YMCA of Columbia-Willamette

Metro Center

2831 SW Barbur Boulevard

Portland, Oregon 97201

503/223-9622



ON
THE
MOVE

July 24, 1980

Mr. Jim Wilson
Bureau of Traffic Engineering
City of Portland
317 S.W. Alder Street
Portland, Oregon 97204

Dear Jim,

This letter is the YMCA's acceptance of the provisions which Don Bergstrom described in his letter of July 8th regarding the pedestrian actuated traffic light to be installed at S.W. Barbur Boulevard at Hooker Street.

The YMCA agrees to:

1. Solicit bids from and award a contract to one of the contractors recommended by the City (*our Building and Property Committee has determined to accept the bid made by Tice Electric Company.*)
2. All financial dealings, regarding the construction work, will be between the YMCA and the contractor.
3. The YMCA is obliged to have it's contractor provide a signal installation that meets the plans and specifications.
4. The YMCA will bear the entire cost of procuring and installing the traffic signal equipment.

Please advise if any further information is necessary prior to our proceeding with the installation of the traffic signal.

Sincerely,

Associate Metropolitan Executive
Building Operations and Property Management
YMCA of Columbia-Willamette

BE:bmc

cc: Don Bergstrom
Bill Stuber
Dan Heimback

RECEIVED
JUL 28 1980

BUREAU
OF
TRAFFIC ENGINEERING

19

Barbur

YMCA of Columbia-Willamette
Metro Center
2831 SW Barbur Boulevard
Portland, Oregon 97201
503/223-9622



July 25, 1980

Gordon S. Gregersen
Project Manager
Tice Electric
2139 SE Belmont
Portland, Oregon 97214

Reference: Traffic Signalization
S.W. Barbur Blvd. at Hooker Street

The YMCA confirms your \$29,800. bid and completion date of no later than January 1, 1981 and hereby gives notice to proceed, as per Special Provisions dated June 25, 1980, and specialization plans as submitted to you by Don Bergstrom, City Traffic Engineer.

It is our understanding that technical assistance will be provided by the City of Portland.

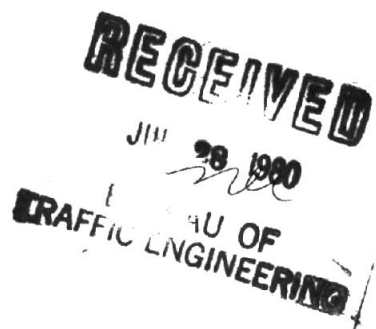
You may refer any questions to my attention.

Sincerely,

Bruce Ecklund
Associated Metropolitan Executive
Building Operations and Property Management

BE:bmc
cc: Don Bergstrom ,City Traffic Engineer
Jim Wilson, Bureau of Traffic
Jack Mason, Bureau of Traffic
Bill Stuber
Tom Tisdale
Mike Thomsen

D



Barbur

April 2, 1980

Mr. Tom Walsh
3015 S.W. 1st Avenue
Portland, Oregon 97201

Dear Mr. Walsh:

The YMCA has requested that a pedestrian actuated signal be installed at the intersection of S.W. Barbur Blvd. and Hooker Street.

Traffic Engineering has reviewed traffic conditions at this location. We agree that conditions are hazardous for pedestrians and that a pedestrian actuated signal is warranted.

Since this location is within the Lair Hill District, I would appreciate comments from Lair Hill District Advisory Council regarding this request.

If you have questions and would like additional information, would you please call me at 248-4295.

Sincerely,

D. E. Bergstrom
City Traffic Engineer

DEB:mc

Attachment

Barbur

March 17, 1980

L. E. George
Connie McCready Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

317 S. W. Alder SUBJECT: Traffic Signals at
West Portland Park and Ride

Traffic signals installed at S. W. Barbur Blvd. and Taylors Ferry Rd. and at Barbur Blvd. and the east access to the Park and Ride Station, both have poles for the left turn signals mounted in the middle of Barbur Blvd.

One of these poles has been knocked down 3 times in separate incidents. The maintenance of these poles is becoming a serious problem.

I am recommending that the State redesign these intersections, eliminate these poles, and use longer mast arm supports for these left turn signal heads.

We will gladly discuss this with you.

D. E. Bergstrom
City Traffic Engineer

RCS:jjp

Encl.

cc: Dick Schmidt
Jim Wilson

+ R 8489

CITY OF PORTLAND
DEPT. OF TRANSPORTATION & AVIATION
F. 100
N. 11
D. 11

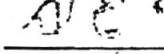
SIGNALIZATION PLAN

S.W. BARBUR
AT
S.W. TAYLORS

JUNE, 1978
SCALE 1" = 30'

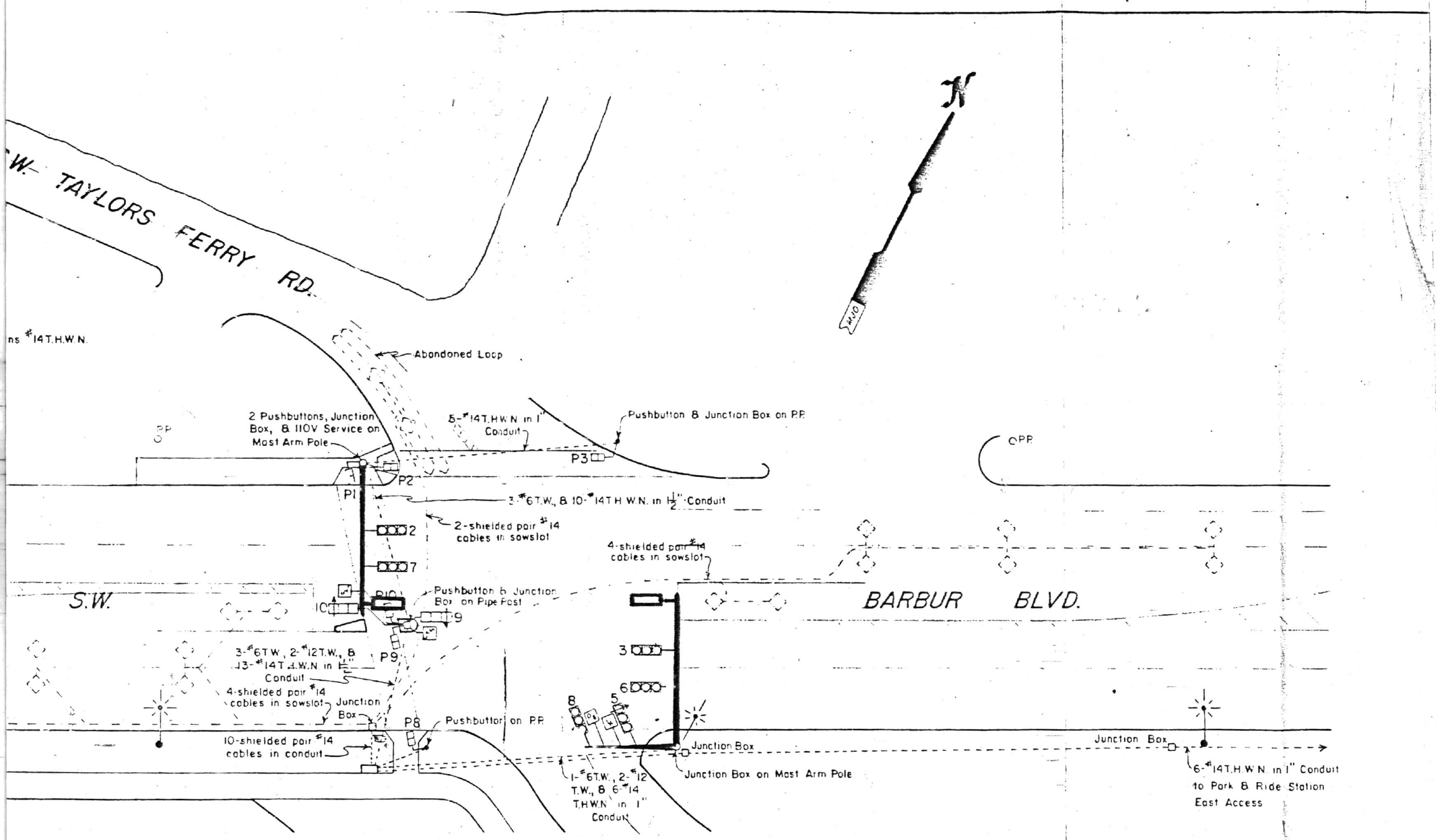
Revisions

Date	Description
1/78	Turned on

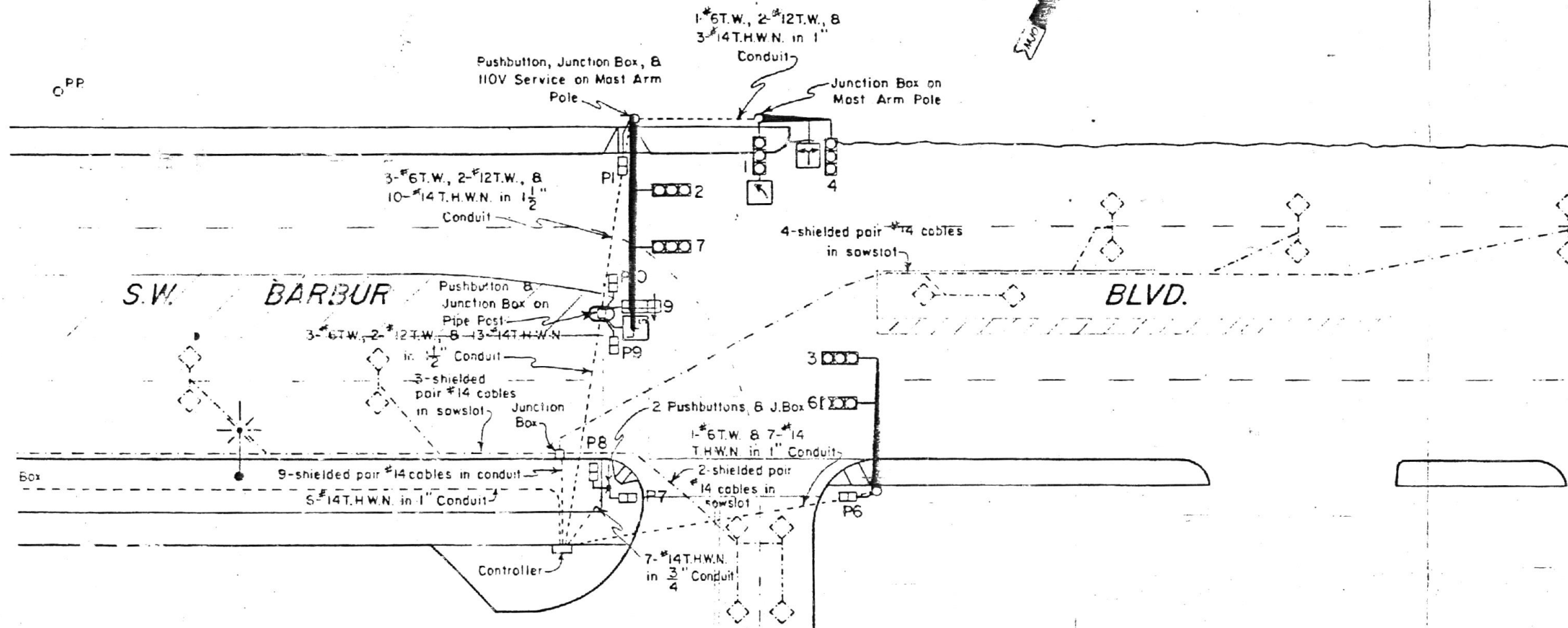
APPROVED  City Tr

DATE 6-29

PL-5-2



NOTE: All loops are 4 turns #14T.H.W.N.



SIGNALIZATION PLAN

S.W. BARBUR BLVD.
AT
PARK & RIDGE

JUNE, 1978

SCALE: 1" = 30'-0"

Revisions	
Date	Description
1/78	Turned on.

APPROVED *[Signature]*
City Traffic Engineer

DATE 6-29-78

PL-5-238

Barbur
1479

BROOKE KOENIG

10-16-79

I Request A Truck Loading
sign To be placed in front of my
PROPERTY 9656 S.W. BARBUR BLVD
The Old BARN
6 AM To 10:00 AM

Thank you
Edward Lacey

THE OLD BARN
RESTAURANT-LOUNGE
9656 S. W. Barbur Blvd. 97612

[Signature]

NOT ENOUGH ROOM FOR TLZ

245-7781

In City?

No Answer 26-Oct-77 @ 10:00 AM

①

RECEIVED
OCT 23 1979
BUREAU OF
TRAFFIC ENGINEERING

Barbur

Don
D.E.B.

WALSH

Construction Co.



3015 S.W. FIRST AVENUE
PORTLAND, OREGON 97201
(503) 222-4375

April 16, 1980

Mr. Donald E. Bergstrom
City Traffic Engineer
THE CITY OF PORTLAND
317 S. W. Alder Street
Portland, Oregon 97204

Re: S. W. Barbur & Hooker St.

Dear Don:

This letter will serve to notify you officially that the Lair Hill District Advisory Committee, at their April 15, 1980 meeting, voted unanimous support for the proposed installation of a pedestrian actuated signal at the intersection of S.W. Barbur Blvd. and Hooker Street.

Sincerely,

Tom Walsh
Tom Walsh

TW/kk
cc: Mrs. Catherine Taylor

A 6/12

RECEIVED

APR 21 1980

BUREAU OF
TRAFFIC ENGINEERING

Est. Plan

\$22,000

*To OEB
By 5/19*

7/15/80

*DEB says OK
Copy to TRW - Consult Design*

BUREAU OF TRAFFIC ENGINEERING
INTRA-OFFICE ROUTE SLIP

FROM

Dick

DATE

4/23/80

STAFF

ABELSEN

BAKER

BAUER

☒ BERGSTROM

BIGGS

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

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

The Attached Info
is Part of the
Barber & Hooker Sq.
Proposal.

Tri-Met is in
process of reviewing
all accidents to decide
whether to keep using
BUS LANES. They will
meet when this
info is available. This

TRAFFIC SAFETY

PARKING PATROL DIVISION

decision won't make
any difference to a
decision on signal If
the YMCA is going
to pay for it.

BUREAU OF TRAFFIC ENGINEERING
INTRA-OFFICE ROUTE SLIP

FROM

Dick

DATE

Mar. 25, '80

STAFF

CIRCULATE

BAUER

INITIAL

BERGSTROM

FILE

BOLLING

FOR YOUR INFORMATION

BURDETTE

FOR YOUR APPROVAL

BUTTENHAM

ORDER

CHADIMA

PREPARE ANSWER (DRAFT)

CHOATE

RETURN TO

DAVIS

SEE ME

DORN

INVESTIGATE AND REPORT

EVANS

PLEASE PROCESS

FRANKLIN

PLEASE ATTEND

HASSETT

REVIEW AND COMMENT

JAMES

PLEASE DISCUSS WITH ME

JAPPORT

KNUDSON

KOENIG

LOOMIS

MAGIN

MARTINI

MASCO

MASON

MUIR

NEELY

NISHIKAWA

NOZAKI

PARKS

PHELAN

SCHOMANN

SPEER

STARK

WEBER

WETMORE

WILSON, JIM

WILSON, MAURY

OVER
514 Priority
Tri-Met
mta

*Please have someone
check & see who
owns property the
YMCA is using on
the E. Side of
Barber @ Hooker.
for surface parking
1/4 Sect. 3329*

PARKING PATROL DIVISION

*Blocks 68+69 Caruthers
Addn.*

*check with County property
Records 3326*

YMCA

Block 68

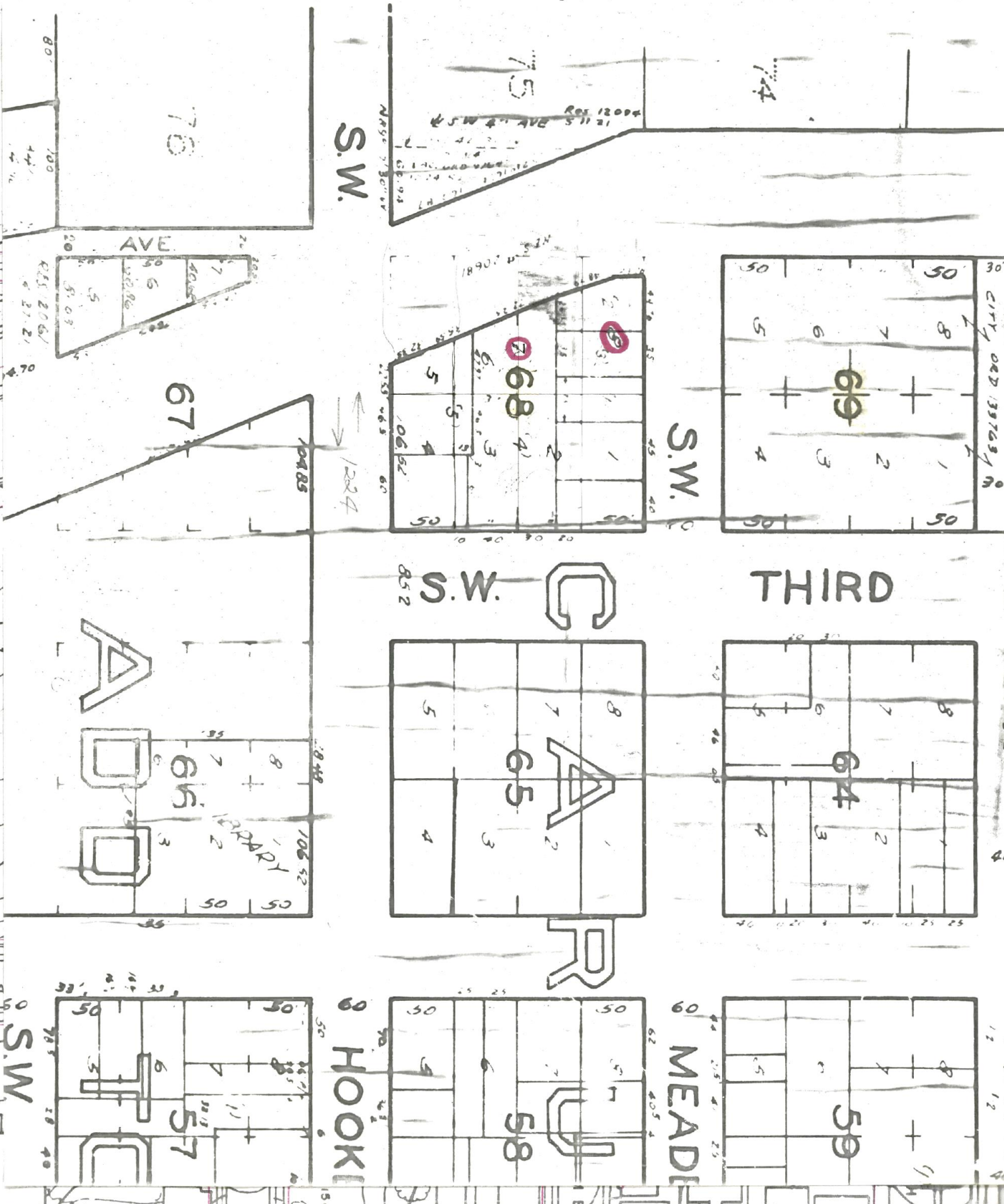
Lot 7+8

Tax Lot 3

Caruth's.

Run the interaction of
Barbar & Hooker thru
signal warrants.
SEE ME

N.W. $\frac{1}{4}$ Sect. 10-15-1E



BUREAU OF TRAFFIC ENGINEERING

Pedestrian Marked Crosswalk Data

Based on Institute of Traffic Engineers Gap Chart

SOUTHWEST AREAOctober 2, 1979

	<u>Across</u>	<u>Side Street</u>	<u>Pavement Width</u>	<u>8 Hr. Av. VPH</u>	<u>Max. Allowable</u>	<u>% of Max. Allowable</u>
1.	S. W. Burnside	E/W 13th	44'-62'	1282	250	513%
2.	S. W. Capitol Hwy.	E/Beaverton-Hillsdale	60'	1270	250	508%
3.	S. W. Capitol Hwy.	W/Sunset Blvd.	60'	1270	250	508%
4.	S. W. Terwilliger	S/Troy (W)	50'	1674	350	478%
5.	S. W. Barbur	N/Hooker	60'	1113	250	445%
6.	S. W. Barbur	N/Woods	60'	1113	250	445%
7.	Burnside	E/W Park	32'-44'	1955	440	444%
8.	Burnside	E/20th Pl.	45'	1456	420	347%
9.	Burnside	W/23rd Pl.	49'	1099	350	314%
10.	Burnside	E/8th	2(32')	1955	680	287%
11.	S. W. 2nd Avenue	N/S Ankeny	60'-70'	551	200	275%
12.	Burnside	W/St. Clair	44'	1131	440	257%
13.	S. W. Broadway	Diag/Ankeny-Pine	60'	568	250	227%
14.	S. W. Capitol Hwy.	W/26th	49'	780	350	223%
15.	S. W. Arthur	E/W 2nd	2(24')	1860	1000	186%
16.	S. W. Patton	W/Vista	45'	680	420	162%
17.	S. W. 10th Avenue	S/Main	55'	472	300	157%
18.	S. W. 1st Avenue	S/Harrison	24'-33'	939	650	144%
19.	S. W. 3rd Avenue	S/Ash	50'	448	350	128%
20.	S. W. Market	W/Park (E)	36'	760	600	126%
21.	S. W. Jefferson	W/Park (E)	36'	729	600	122%
22.	S. W. Capitol Hwy	E/W 35th	57'-67'	247	210	118%
23.	S. W. 6th Avenue	S/Jackson	40'	590	500	118%
24.	S. W. Clay	W/Park (E)	36'	702	600	117%
25.	S. W. Columbia	W/Park (E)	36'	473	600	79%
26.	SW Sam Jackson Pk. Rd.	E/Hosp O'pass	34'	484	650	74%
27.	S. W. Morrison	E/20th Pl.	36'	402	600	67%
28.	S. W. Main	W/Park (E)	36'	394	600	66%
29.	S. W. Terwilliger	S/Palater	33'	383	680	56%
30.	S. W. Harrison	W/1st	2(23')	551	1000	55%
31.	S. W. Harrison	E/4th	2(23')	551	1000	55%
32.	S. W. Troy	W/35th	47'	200	390	51%
33.	SW Sam Jackson Pk. Rd.	@ Overpass	24'	484	1000	48%
34.	SW Sam Jackson Pk. Rd.	E/U.S. Vets Hosp.	24'	484	1000	48%
35.	S. W. Salmon	E/15th	42'	200	450	44%
36.	S. W. 1st Avenue	N/Morrison	28'	298	840	35%
37.	S. W. 1st Avenue	S/Stark	28'	298	840	35%
38.	S. W. 35th	S/Capitol	43'	127	450	28%
39.	S. W. Stark	E/13th	36'	164	600	27%
40.	Washington Park	S/Rose Garden	19'	220	1000	22%

Date 4-22-80

CITY OF PORTLAND
BUREAU OF TRAFFIC ENGINEERING
TRAFFIC SIGNAL WARRANT COMPARISON*

Major Street S.W. Barbur Blvd. Minor Street S.W. Hooker St.Hourly Volumes on Major Street -
Any 8 Hrs. (Total of both
approaches)

12n.	1pm	2pm	4pm	5pm	6pm	8am	9am
<u>1174</u>	<u>1217</u>	<u>1153</u>	<u>1270</u>	<u>1518</u>	<u>1565</u>	<u>1291</u>	<u>1252</u>

Hourly Minor Street Volumes -
same 8 Hrs. (Highest hourly
volumes from either approach)

<u>42</u>	<u>37</u>	<u>35</u>	<u>39</u>	<u>82</u>	<u>112</u>	<u>25</u>	<u>25</u>
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Hourly Pedestrian Volumes Across
Major Street - Same 8 Hrs.
(Highest volume crosswalk)

<u>33</u>	<u>69</u>	<u>-</u>	<u>-</u>	<u>90</u>	<u>135</u>	<u>-</u>	<u>-</u>
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Minimum Volume
Warrant**Number of Hours
Warrant is Met
(8 required)

1. Minimum Vehicular Volume:

Major Street
Minor Street

<u>600</u>
<u>150</u>

<u>8</u>
<u>0</u> ✓

2. Interruption of Continuous Traffic:

Major Street
Minor Street

<u>900</u>
<u>75</u>

<u>8</u>
<u>2</u> ✓

3. Minimum Pedestrian Volume:

Vehicular Volume (Major Street)
Pedestrian Volume

<u>600</u>
<u>150</u>

<u>8</u>
<u>0</u> ✓

4. Accident Experience:

Preventable Accidents (last 12 months)
Minimum Warrant

<u>1</u> ✓
<u>5</u>

5. Systems Warrant:

Entering Volume (Weekday peak hour)
Minimum Warrant

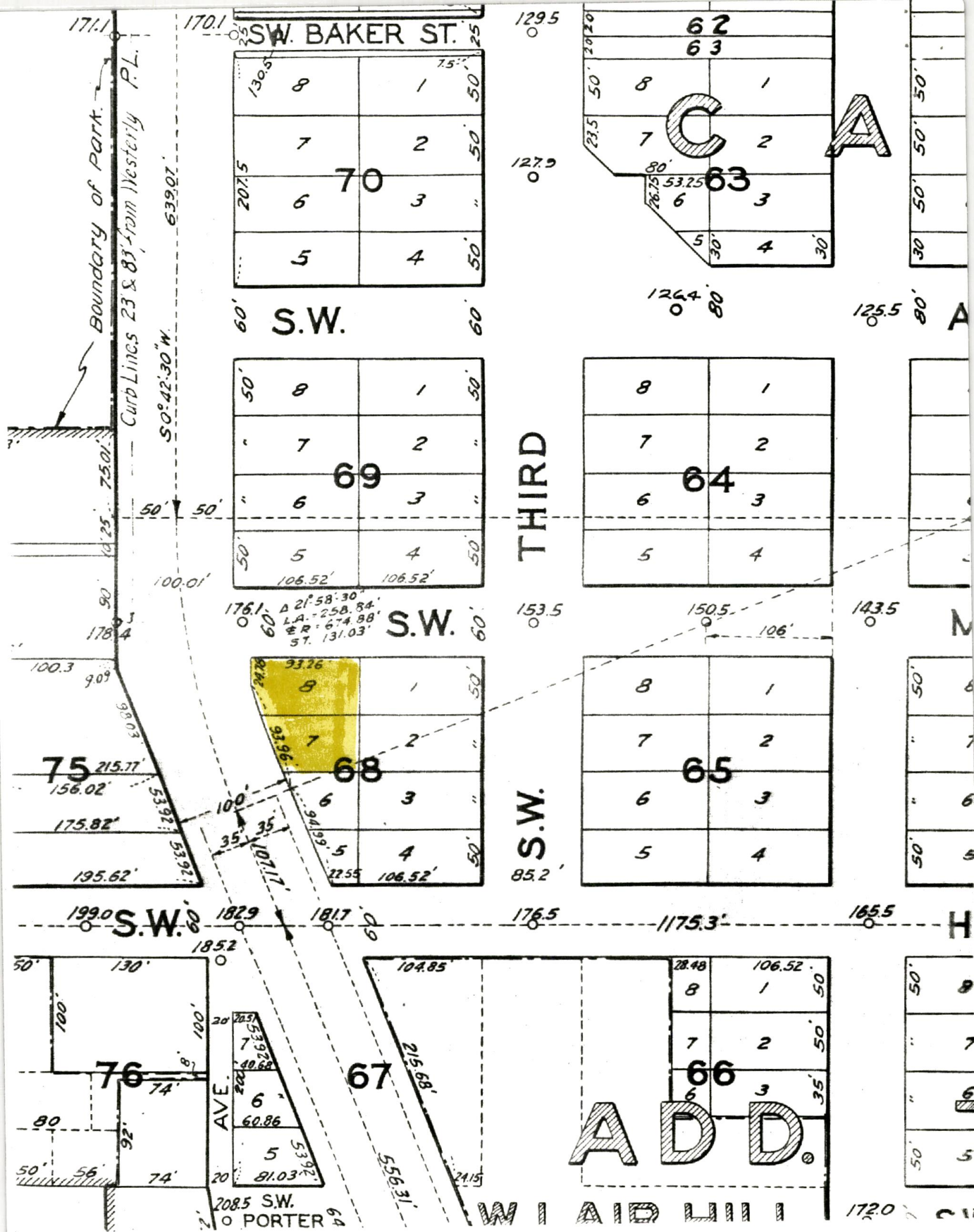
<u>N/A</u> ✓

Date of Traffic Count 3-24 + 25 - 1980* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highway, 1971 edition.

** ✓ standard warrants used.

70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or
isolated community with population less than 10,000.

*** Not studied



Barbur

April 2, 1980

Mr. Tom Walsh
3015 S.W. 1st Avenue
Portland, Oregon 97201

Dear Mr. Walsh:

The YMCA has requested that a pedestrian actuated signal be installed at the intersection of S.W. Barbur Blvd. and Hooker Street.

Traffic Engineering has reviewed traffic conditions at this location. We agree that conditions are hazardous for pedestrians and that a pedestrian actuated signal is warranted.

Since this location is within the Lair Hill District, I would appreciate comments from Lair Hill District Advisory Council regarding this request.

If you have questions and would like additional information, would you please call me at 248-4295.

Sincerely,

D. E. Bergstrom
City Traffic Engineer

DEB:mc

Attachment

*ymca letter received 3/27
according to letter log
not in file*

Barbur

June 24, 1980

Ron Higbee
Engineering Services Manager
Tri-Met
4012 S.E. 17th Ave.
Portland, OR 97202

SUBJECT: S.W. Barbur Blvd. Bus Lane S.W. Sheridan to Capitol Hwy

Dear Mr. Higbee:

At our last meeting regarding the center bus lane on Barbur we discussed the possibility of installing an eye-catcher on the time-restricting signs.

We have estimated the costs for Strobe Halo light units.

StrobeHalo unit	= \$350 installed
Time switch	= \$ 50
Cabling for 110 V service	
if not available at site	= \$200

These costs are based on the assumption that span wire or other supports are existing.

For preliminary purposes lets make it \$1,000 for location to be on the safe side.

Has Tri-Met written a letter to the Police for heavier enforcement?

Sincerely,

M. J. Martini
Sr. Traffic Engineer

NJM:ah

Barbur

June 25, 1980

Gordon Gregerson
Tice Electric
2139 S.E. Belmont
Portland, OR 97214

Dear Mr. Gregerson:

It is our understanding that Mr. *Ecklund of the Metro YMCA* has contacted you regarding a proposed traffic signal at S.W. Barbur at Hooker. Find enclosed a set of plans and specifications for this job.

This will be a project of the Metro YMCA and you should submit your proposals to them. The City of Portland will provide technical assistance during this project. If you have questions regarding these plans and specifications please call me at 248-4515.

Sincerely, Jack

Jack F. Mason

JFM:ah

Enclosures
cc: John Ecklund

June 25, 1980

Bob Moldenhauer
East County Elec.
Rt. 2 Box 487
Gresham, OR 90730

Dear Mr. Moldenhauer:

It is our understanding that Mr. Ecklund of the Metro YMCA has contacted you regarding a proposed traffic signal at S.W. Barbur at Hooker. Find enclosed a set of plans and specifications for this job.

This will be a project of the Metro YMCA and you should submit your proposals to them. The City of Portland will provide technical assistance during this project. If you have questions regarding these plans and specifications please call me at 248-4515.

Sincerely,

Jack F. Mason

JFM:ah

Enclosures
cc: John Ecklund

June 28, 1980

John Parmalee
W.R. Grasle
437 N.W. 16th
Portland, OR

Dear Mr. Parmalee:

It is our understanding that Mr. Ecklund of the Metro YMCA has contacted you regarding a proposed traffic signal at S.W. Barbur at Hooker. Find enclosed a set of plans and specifications for this job.

This will be a project of the Metro YMCA and you should submit your proposals to them. The City of Portland will provide technical assistance during this project. If you have questions regarding these plans and specifications please call me at 248-4515.

Sincerely,

Jack F. Mason

JFM:ah

Enclosures
cc: John Ecklund

Barbur

December 22, 1980

TO: Captain Richard Walker
Portland Police Bureau

FROM: M. J. Martini
Bureau of Traffic Engineering

SUBJECT: Evaluation of Barbur Blvd. Bus Lanes

The Barbur bus lanes have been in operation slightly over two years (27 months).

When first implemented there were considerable violations by motorists using the bus lane during restricted hours. This is still a problem and probably will remain so without concentrated enforcement.

Attached are copies of Tri-met's evaluation of the first and second years operation. Accidents decreased from 20 the first year to 7 the second year of operation.

We are preparing a report for submittal to the Mayor. We would like to have your evaluation of the Barbur bus lane to include with our report.

NES:MES:mc

cc: Commissioner Mildred Schwab

TRI-COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON



TRI-MET

4012 SE 17th AVENUE
PORTLAND, OREGON 97202

February 29, 1980

Mr. Don Bergstrom
City Traffic Engineer
420 SW Main
Portland, Oregon 97201

Dear Mr. Bergstrom:

The Barbur Bus Lane has been in operation for over a year. The travel time study that was done during October 1978 indicated a significant time savings for buses using the Bus Lane. Given Tri-Met's increased ridership during the last year even more transit riders are benefiting from the time savings. However, there have been operational problems that have diminished the beneficial aspects of the Bus Lane.

A review of the accident reports for the first twelve months of bus operation in the Lane indicates a total of 20 accidents have occurred. Considering that Tri-Met operates in the lane for only six hours per day, the accident rate is extremely high (one every thirteen days). As can be seen from the attached list of accidents, the majority of the accidents have been caused by auto drivers that are either confused or unaware of how the lane is to be operated. Most of the accidents have involved major damage to both buses and autos.

Also of concern is the apparent lack of enforcement of the no left turn requirement during the bus lane hours of operation. On several occasions numerous autos have been observed making left turns at Water Avenue and Whitaker Street.

If the current situation is not corrected, Tri-Met may be forced to discontinue use of the lane. Before we reach that point, I would like to meet with representatives from both ODOT and the City of Portland to review the problems we are having with the lane and determine possible solutions. I would appreciate it if you would have someone from your staff contact me so that we can set a meeting time and place that will be convenient for all parties.

Sincerely,

Ron Higbee
Engineering Services Manager

RH/aem
enclosure
cc: Paul Bay

RECEIVED

MAR 11 1980

**BUREAU OF
ENGINEERING**

LIST OF BUS LANE ACCIDENTS

<u>DATE</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>
9-10-78	Rasmussen Village	Auto changing lane struck bus. Minor Damage.
9-22-78	Hamilton	Auto made left turn in front of bus.
9-26-78	Whitaker	Auto passed bus, went into bus lane and stopped. Bus struck auto.
10-03-78	Hamilton	Bus side swiped by truck.
11-02-78	Hamilton	Auto passed bus, went into bus lane and stopped. Bus struck auto.
11-14-78	Whitaker	Auto cut in front of bus and stopped to make left turn. Bus struck auto.
12-07-78	Hamilton	Auto turned left into path of bus.
12-26-78	Whitaker	Auto made left turn into path of bus.
1-04-79	Condor	Auto rear-ended bus.
1-22-79	Whitaker	Auto made left turn into path of bus
3-28-79	Bancrofft	Auto changing lanes was struck by bus in bus lane.
4-27-79	Whitaker	Auto made left turn into path of bus.
4-30-79	Hamilton	Auto made left turn into path of bus.
5-17-79	Hamilton	Bus ran red light. Operator claims light malfunctioning.
6-06-79	Hamilton	Bus struck auto that made left turn in front of bus.
7-26-79	Hamilton	Bus rear-ended truck that stopped in front of bus.
7-27-79	Hamilton	Auto made left turn in front of bus.
8-10-79	Viewpoint	Bus struck truck that turned in front of bus.
8-17-79	Lowell	Bus rear-ended auto that stopped in bus lane.
9-05-79	Bancrofft	Bus struck auto that made left turn in front of bus.

TRI-COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON



TRI-MET

4012 S.E. 17TH AVENUE
PORTLAND, OREGON 97202

December 18, 1980

Mario Martini
317 S.W. Alder
Room 301
Portland, OR 97204

Dear Mr. Martini:

Attached is the memo I sent to Ron Higbee on the second year of operating the Barbur Bus Lane.

The accident rate of one every 226 hours of operation is far from ideal, but it is improved from the first years; one every 60 hours.

I'm still receiving occasional complaints from passengers and operators on near misses, when auto's use the lane for left hand turns. I think the only way thats going to be improved is with police monitoring, which I'm having our Safety Coordinator work on.

If I can be of any more help, please give me a call.

Sincerely,

TRI-MET

Clyde A. Earl
Manager, Road Operations

:jnc
att: 2

Inter-Office Memorandum



Date: September 23, 1980
To: Ron Higbee
From: Clyde A. Earl *CAC*
Subject: Barbur Blvd. Bus Lane

The second year of operating the Barbur Bus Lane has just been completed.

The accident rate for the second year has dropped to one every 226 hours (seven accidents total) of operation. That compares with one every 80 hours of operation the first year. It's still a long way from the one every 1,400 hours of operation for the rest of the system, but the improvements are worth noting.

I'd like to recommend that we urge continued police monitoring and the installation of the strobe light warning devices.

I think it's also important to note that this years accidents are all, but one, located at the intersection of Barbur & Hamilton.

Attached is the list of accidents. If this rate should change drastically in the near future I'll notify you.

September 17, 1979

5604 Barbur & Hooker
Auto cut in front of bus. Bus struck auto.

November 14, 1979

4412 Barbur Bus Lane
Passenger fell when bus made sudden stop to avoid auto
in bus lane.

January 25, 1980

4406 Barbur & Hamilton
Pickup pulled into express lane and struck bus.

April 16, 1980

4504 Barbur & Hamilton
Ambulance made U-Turn in front and was struck by bus.

May 1, 1980

4409 Barbur & Hamilton
Auto turned into Transit Lane and struck bus.

May 27, 1980

5401 Barbur & Hamilton
Auto turned into side of bus.

June 30, 1980

4401 Barbur & Hamilton
Auto made left turn in front of bus in express lane.

TRI-COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON



TRI-MET

4012 SE 17th AVENUE
PORTLAND, OREGON 97202

Mario Martini
Barbur

June 23, 1980

Mr. Bruce Baker
Police Chief City of Portland
222 S.W. Pine
Portland, Oregon 97204

Dear Chief Baker:

The Barbur Bus Lane began operating in September, 1978. During the peak traffic periods, buses using the Bus Lane have realized a significant time savings over regular bus service. Given Tri-Met's increased ridership during the last year even more transit riders are benefiting from the time savings. However, there have been operational problems that have diminished the beneficial aspects of the Bus Lane.

A review of the accident reports indicate that the accident rate involving buses operating the lane is extremely high (one every thirteen days). As can be seen from the attached list of accidents, the majority of accidents have been caused by auto drivers that are in violation of the Bus Lane restrictions during the peak hours. A review committee comprised of representatives from Tri-Met, the City of Portland Traffic Engineering Department, and the Oregon Department of Transportation have met several times to review the accident data and recommend corrective actions. The two most obvious improvements are: (1) additional warning signs and (2) increased enforcement of the no left turn requirements during the afternoon peak period.

The Oregon Department of Transportation has implemented a program to improve the signing along this portion of Barbur Boulevard. On behalf of the review committee, I would like to request that the City of Portland Police Bureau provide enforcement on a regular basis (not a saturation or "crash" program), particularly during the 4:00 to 6:00 p.m. time period.

If Tri-Met can provide any assistance to your office, please don't hesitate to call either Clyde Earl, Manager, of Road Operations, at 238-5842, or myself at 238-4973. Thank you for your attention to this problem.

Sincerely,

Ron Higbee

Ron Higbee
Manager, Engineering Services

c: Clyde Earl, Mario Martini (City Traffic), Ron Failmetzger (ODOT-Region I)

RECEIVED
JUN 26 1980
BUREAU OF
TRAFFIC ENGINEERING

LIST OF BUS LANE ACCIDENTS

<u>DATE</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>
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8-17-79	Lowell	Bus rear-ended auto that stopped in bus lane.
9-05-79	Bancrofft	Bus struck auto that made left turn in front of bus.

Total = 20 acc.

45% (9) acc @ Hamilton