

Beaverton-Hillsdale

February 21, 1980

Connie McCready

Mr. Raymond F. Rudeen
3024 S. W. Beaverton-Hillsdale Hwy.
Portland, Oregon 97201

Dear Mr. Rudeen:

On the northeast corner of your property is a privately installed Stop sign. As it does not conform to City of Portland traffic control sign standards in either design or location, we ask that you have it removed, or allow City crews to do so.

The location of this sign, so near to a major traffic intersection (Beaverton-Hillsdale, 30th and Dosch) makes it even more hazardous, as it may cause confusion to motorists in the area.

If there is a problem of unwanted traffic using your shared large driveway, our staff will gladly work with you to have standard City-installed signs put up (e.g., "Dead End").

If you have any comments or questions, contact Ron Hassett of this Bureau at 248-4460.

Sincerely,

R. C. Speer
Asst. City Traffic Engineer

REH:jjp

Dick,

This is the problem:



S.W.
Dorsch
Rd.

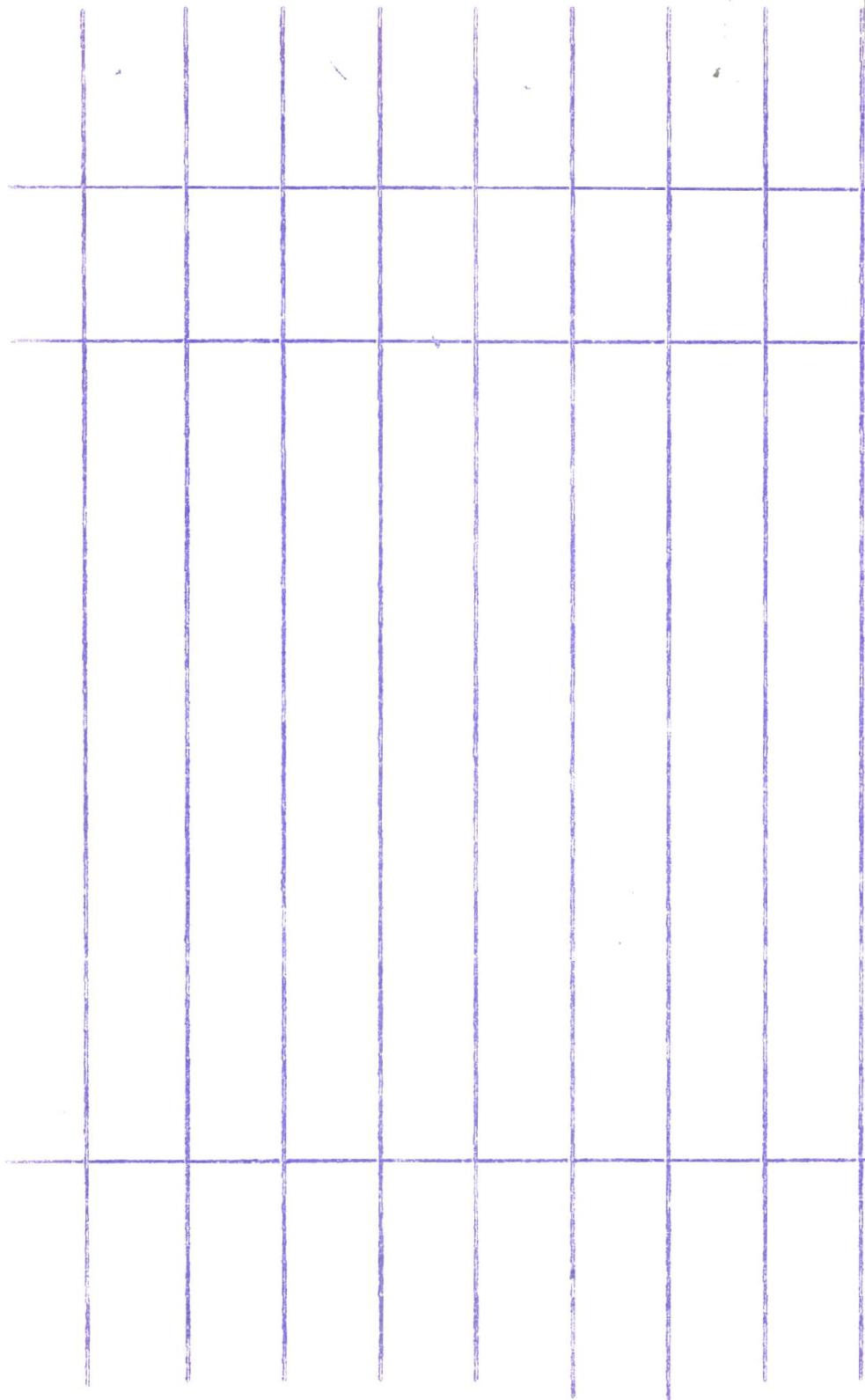
S. W. Beaverton - Hillsdale Hwy.

driveway



S.W. 30th Ave.

Ron



BUREAU OF TRAFFIC ENGINEERING
INTRA-OFFICE ROUTE SLIP

FROM

STARK

DATE

12-1-80

STAFF

BAUER

BERGSTROM

BOLLING

BURDETTE

CARTER

CHOATE

DAVIS

DORN

EVANS

FRANKLIN

HASSETT

JAMES

JAPPORT

KNUDSON

KOENIG

MAGIN

MARTINI

MASCO

MASON

MUIR

NEELY

NISHIKAWA

NOZAKI

PARKS

PHELAN

SPEER

STARK

WELD

WETMORE

WILSON

CIRCULATE

INITIAL

FILE

X FOR YOUR INFORMATION

FOR YOUR APPROVAL

ORDER

PREPARE ANSWER (DRAFT)

RETURN TO

File

SEE ME

INVESTIGATE AND REPORT

PLEASE PROCESS

PLEASE ATTEND

REVIEW AND COMMENT

TRAFFIC SAFETY

PARKING PATROL DIVISION



BABLER BROS., INC.

HIGHWAY AND MUNICIPAL UTILITY CONTRACTORS

P.O. BOX 02008

4617 S.E. MILWAUKIE AVE.

PORTLAND, OREGON 97202

(503) 233-5536

Office Phone

November 20, 1980

LLOYD BABLER
CHAIRMAN OF THE BOARD

LLOYD BABLER, JR.
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PETER C. MOOR
VICE PRESIDENT - OPERATIONS

ALAN S. DERNBACH
ASSISTANT SECRETARY

- WASHINGTON COUNTY WATERMAIN - PHASE V -

CONSTRUCTION SCHEDULE

- 60" Water Main

BEAVERTON-HILLSDALE HWY - Oleson Rd to Bertha BLVD/CAPITOL HWY

The following is our proposed work schedule for the above mentioned project:

1. Pavement removal & potholing - start January 12, 1981 ✓
2. Trenching & pipelaying - start January 14, 1981
3. Paving & restoration - start January 19, 1981

We will start the project at Station 8+30 and proceed to Station 130+43, expecting to arrive there on March 11, 1981. On March 14 we will start at Station 0+00 and proceed to Station 8+30, arriving there on March 31, 1981. Concurrently, on March 14 we will start the 24" ductile at Station 7+25 and tie into the 60" line on March 18, 1981. Final restoration and clean up should be complete by April 8, 1981.

(270' W of MULT-WASH CO. LINE)
WCBOT PORTLAND
CAPITOL HWY O-KING @ Bertha BLVD.

All of the above completion dates assume no delays due to weather. Realistically we would anticipate the final completion date to be later than April 8, 1981.

EMERGENCY NOTIFICATION: Dennis Gilkison - 620-4669

Curt Boardman - 246-0478

No paving → below 40° or raining

THE CITY OF
PORTLAND



OREGON

DEPARTMENT OF
PUBLIC WORKS

MIKE LINDBERG
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

621 SW. ALDER
PORTLAND, OR 97205

Bauer

FILE

Beaverton Hillsdale

October 9, 1980

Mr. Curt Duval
ODOT, Metro Branch
5821 NE Glisan Street
Portland, Oregon 97213

Re: Beaverton-Hillsdale Highway TSM Project

Dear Mr. Duval:

City Staff and Tri-Met have completed their review of the two alternative designs for transit improvements at the Capital Highway/Bertha Blvd. intersection.

Tri-Met and the City of Portland both support the State design which includes a realigned intersection where Bertha Court intersects Bertha Boulevard and a signal. This design best serves the needs of projected transit in the Hillsdale area and provides a connection to the proposed Burlingame Transit Center. The attached letter from Tom Matoff, Tri-Met, indicates the level of transit service planned for 1983 for this intersection and expresses Tri-Met's support for the ODOT design of this intersection.

Rebecca Kohlstrand of the Planning Bureau, Andy Anderson, Tri-Met, and Daryl Cox, ODOT, are in the process of field-checking transit stop locations to verify placement. This work will be completed by the end of the week.

If you have any further questions, please contact Rebecca Kohlstrand, 248-4254 or Vic Rhodes, 248-4330. Thank you.

Sincerely,

DAVID J. VARGAS, Acting Chief
Bureau of Street & Structural Engineering

DJV:BK:jw

Enclosure

cc: Earl Purdy
Vic Rhodes
Mike Bauer
Rebecca Kohlstrand
Tom Matoff

RECEIVED
OCT 13 1980
BUREAU OF
TRAFFIC ENGINEERING

STR

September 3, 1980

MEMORANDUM

TO: Becky Kohlstrand, Bureau of Planning
Steve Thomsen, Bureau of Street & Structural
Engineering

FROM: Mike Bauer, Bureau of Traffic Engineering

SUBJECT: Beaverton-Hillsdale Hwy. Left Turn Lanes

I would like to reaffirm this bureau's concern and opinion that left turn refuge areas are needed in certain areas along the length of this project.

When this project was first initiated a continuous left turn lane the entire length of the project was proposed. When funds became available for TSM project, CRAG felt it was out of scope for a TSM project to have a continuous left turn lane. However, the application submitted by the City and approved by FHWA, CRAG and ODOT, specifically states one purpose of the Beaverton-Hillsdale HWY. project is to provide left turn refuges in certain high need area.

I do not feel the request to study the feasibility of left turn lanes in the areas mentioned in the letter to Earl Purdy on 5/23/80, nor the construction of these left turn lanes if they are feasible, is out of the scope of this project.

We base our opinion on the need for left turn lanes on the following:

1. Observation of the existing conditions, numerous complaints from individuals, and the Bridlemile-Robert Gray Neighborhood Association.
2. The high volume of traffic (in excess of 20,000 vpd).

Becky Kohlstrand
Steve Thomsen
September 3, 1980
Page 2

3. The high speed of traffic (speed zoned for 45mph, if this is set at 85 percentile, this means 15% or in excess of 3,000 vpd travel at a higher speed than even the posted 45 mph).
4. The numerous driveways, especially those that feed into multi unit apartments. (For instance between S.W. 56th and S.W. 65th, there are approximately 30 driveways that feed 260 dwelling units, along with a Dental Office, a business, and a tennis center. This activity could generate close to 2,000 trips a day.)
5. The numerous accidents occurring along certain lengths of B-H Hwy. (see attached listing). From 1974 through 1979, the reported accidents between S.E. S.W. 56th and S.W. 65th have totaled 49, with 28 of these being rear end accidents. For the same time period at S.W. 35th, there were 26 reported accidents, with 20 of these being rear end accidents.

In summary, this bureau fully realized the Beaverton-Hillsdale Hwy. project is a TSM project that was reduced from the original concept. However, we feel additional left turn lanes are necessary along certain sections of the B-H Hwy., and that this is in the scope of the project. At a minimum the section between S.W. 56th and S.W. 65th should be a continuous left turn lane. The vicinity of S.W. 33rd to S.W. 35th should also be studied for the feasibility of an additional left turn lane. We base this recommendation on observations, complaints, heavy traffic volumes, high speeds, numerous access points, and reported accidents.

MWB/as

enclosures

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

MWB
Don For Your Info
30 April 1980

MEMORANDUM

TO: Vic Rhodes, Streets and Structural Engineering

FROM: *BK* Becky Kohlstrand, Transportation Planning

SUBJECT: Beaverton-Hillsdale Highway Project Schedule

I discussed with Steve Dotterrer the possibility of taking the Beaverton-Hillsdale Highway project to Council in June. He felt it was important to hold another public meeting before we take it to Council, as we've made some changes in our proposal and have more specific information than was available at the first public meeting.

The public meeting should not be scheduled until we have all the costs, right of way estimates, etc. from the State. This includes the information on the transit improvements at Capitol Highway. It doesn't appear that this will be available from the State until the middle or end of May. We'll need some time to prepare project maps, public notice, etc. for both the public meetings and Council hearing.

This would probably set the Council date back to the end of June or into July. Do you have any major problems with this? Contact me or Steve if you have any questions.

BK:db

cc: Steve Dotterrer
Mike Bauer ✓
Steve Thomsen

STR

RECEIVED
MAY 1 1980
mer
BUREAU OF
TRAFFIC ENGINEERING

STR

April 29, 1980

MEMORANDUM

TO: Beverly Geiger, Mayor McCready's Office
FROM: Ron Hassett, Bureau of Traffic Engineering
SUBJECT: S.W. Beaverton Hillsdale Hwy. and Shattuck Rd.

We are aware of the eastbound to southbound turning radius problem at this intersection. To remedy this problem will require some time and expense as a traffic signal pole and others will have to be moved. At this time the Oregon State Highway Dept. is in the preliminary design state of a widening/remodel project for this portion of the Beaverton Hillsdale Hwy. We will include revision of this corner in that project.

REN/as

STR

April 23, 1980

MEMORANDUM

TO: Bureau of Planning

FROM: ~~/~~ Bureau of Traffic Engineering

RE: PC File 6957, 5835 S.W. Beaverton-Hillsdale Hwy.

It is our opinion that a one space to eight units parking ratio is insufficient for this Elderly Housing Project for the following reasons:

1. Unlike other elderly units, this project does not have easily-accessible (walking), nearby shopping facilities. This would tend to draw more tenants with their own transportation.
2. Nearby on-street parking is non-existent. Parking on Beaverton-Hillsdale Hwy. is to be removed under an improvement project. Therefore, this project needs more of-street parking than allowed for others.

We recommend a one space to four unit parking ratio with an area aside for additional parking should it become necessary.

MWB/REH/as

BUREAU OF TRAFFIC ENGINEERING
INTRA-OFFICE ROUTE SLIP

FROM

Bauer

DATE

4/22/80

STAFF

BAUER

BERGSTROM

BOLLING

BURDETTE

BUTTENHAM

CHADIMA

CHOATE

DAVIS

DORN

EVANS

FRANKLIN

X HASSETT

JAMES

JAPPORT

KNUDSON

KOENIG

LOOMIS

MAGIN

MARTINI

MASCO

MASON

MUIR

NEELY

NISHIKAWA

NOZAKI

PARKS

PHELAN

SCHOMANN

SPEER

STARK

WEBER

WETMORE

WILSON, JIM

WILSON, MAURY

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

PLEASE DISCUSS WITH ME

Ron - Sorry about getting back to you late on this

#1) plan for Bear/Hills project would not be affected by this development as far as R/W requirements

#2) In my opinion 1 car per 8 units is not enough - it should be a min. of 1 per 4 units because a) The setting is not typical of other elderly units in that stores/shopping areas are not as close for instance as the Union Manor in N.W. or the Sellwood Manor or the Holly wood units

b) on street parking is

PARKING PATROL DIVISION

non existent — B/Hillsdale will be
stripped of parking. This location needs
more off street parking than a usual
Elder Housing development.

Attached is a study done by HAP
which shows a need of only 1 off
street per unit — The Planning
Comm. went with 1 off street
per 6 units provided area was
available for additional parking
if the need becomes necessary.

We might want to say something
like that even if we recommend
1 to 4 ratio.

Mike



NEIL GOLDSCHMIDT
MAYOR

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

DOUGLAS WRIGHT
DIRECTOR
248-4253

CODE
ADMINISTRATION
248-4250

LONG RANGE
PLANNING
248-4260

SPECIAL
PROJECTS
248-4509

TRANSPORTATION
PLANNING
248-4254

Bergstrom INT-9-4
THE BUREAU OF PLANNING IS MOVING
ON APRIL 19
ON APRIL 21, OUR ADDRESS WILL BE
621 SW ALDER, 97205,
BLD 130/ 2nd FLOOR (211)

How red talk to Mike
DATE: April 8

FROM: Nancy Weisser, Bureau of Planning, Code Administration, 106/220

RE: 6957 and CU 31-80

The Hearings Officer will consider the following request during

MAY 1980

Applicant: Elouise Longtin
Robert Walsh 222-4375

Request: ZONE CHANGE FROM A2.5 TO AO (WITH VARIANCE)
CONDITIONAL USE FOR A MEDICAL OFFICE IN THE PROPOSED

Lot (Site) Size: AO ZONE
1.6 ACRES

Location: 5835 SW BEAVERTON HILLSDALE HIGHWAY

Legal Description: WESTERLY $\frac{1}{2}$ TAX LOT 1 of BLOCKS 3-4,
WETMORES SUB TRACT

Quarter Section: 3523

Zone: A2.5 to AO Neighborhood: BRIDLEMILE/ROBT GREY, SW ONA

Applicant's Proposal: A ZONE CHANGE FROM A2.5 to AO. THE PLAN SUBMIT
TED INDICATES AN 85 UNIT, THREE STORY
LOW INCOME ELDERLY HOUSING PROJECT LOCATED ON THE MAJORITY OF
THE SITE. AN OPEN SPACE (YARD) WOULD BE AT THE NORTHWESTERN
CORNER OF THE SITE. OFF-STREET PARKING FOR 11 CARS WOULD BE
LOCATED NEAR THE SOUTHEASTERN PORTION OF THE SITE.
VARIANCE: TO REDUCE THE OFF-STREET PARKING FROM 51 SPACES TO
11 SPACES FOR THE 85 UNIT COMPLEX.

** CONDITIONAL USE: MEDICAL OFFICE IN AN AO ZONE. THE PLAN SUB
MITTED INDICATES A 3500 SQ FT (ONE STORY) MEDICAL OFFICE ON
THE SOUTHWESTERN CORNER OF THE SITE WITH 14 OFF-STREET PARKING
SPACES EAST OF THE OFFICE. THE MEDICAL FACILITY WOULD BE
ADJACENT TO THE SW BEAVERTON HILLSDALE FRONTAGE.
ONE CURB CUT IS INDICATED TO SERVE BOTH FACILITIES AT THE
SOUTHEASTERN CORNER OF THE SITE.

We would appreciate your review and opinions on this request before

APRIL 22. We are especially interested in any impact
this request would have relating to your field of expertise.

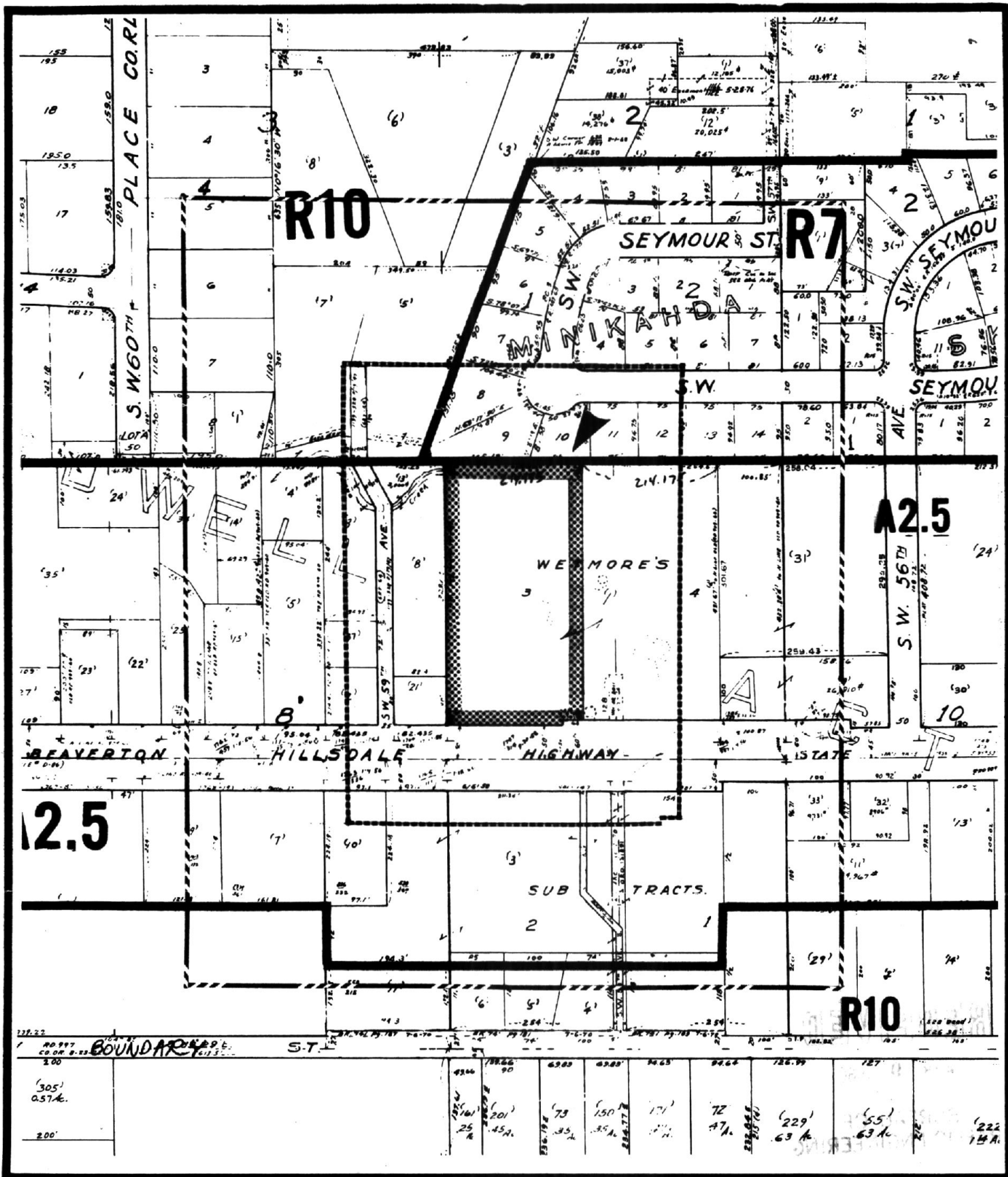
If you desire more information regarding this request, we will be glad
to assist you at 248-4250.

** THE OFFICE IN AN AO ZONE APPLICATION IS CONTINGENT UPON THE
ZONE CHANGE TO AO.

RECEIVED

APR 9 1980

BUREAU OF
TRAFFIC ENGINEERING



Zoning

File No. _____
 1/4 Section _____
 Scale _____
 Request _____
 Exhibit _____





August 24, 1978

MEMORANDUM

TO: Planning Commission

FROM: Frank Frost *FF*

RE: PC File 6736

The Commission, at its meeting of August 8, 1978, accepted the appeal of the Housing Authority of Portland from the Hearings Officer's recommendation on a request to amend the conditions of Ordinance No. 115802, in order to reduce the off-street parking ratio from one parking space per unit to one parking space per eight units. The Hearings Officer recommended one parking space per six units initially, with the project being designed so as to allow the number of parking spaces to be doubled if experience determines that such additional space is necessary.

The appeal was accepted to be heard on the record, the record to include the 1970 report on turnkey housing projects for the elderly and to allow additional testimony relating specifically to the question of parking needs.

The Record:

1. Request for Planning Commission review filed by the Housing Authority.
2. Hearings Officer's report.
3. The Bureau of Planning staff report to the Hearings Officer.
4. Zone change Ordinance No. 115802.
5. Four letters and a petition bearing 43 names received prior to the Hearings Officer's hearing.
6. The 1970 Turnkey housing report.

The transcript of the Hearings Officer's hearing is being transmitted under separate cover.

Staff Comment on the Question of Parking Need

The primary focus of the appeal is on the Hearings Officer's decision to allow parking at the ratio of one space per six units as opposed to one space per eight units requested by HAP or one space per one unit required by zone change Ordinance No. 115802. In an effort to shed some additional light on the actual parking utilization at public housing projects for the elderly, following the acceptance of the appeal the staff conducted a survey of cars parked in the off-street lots at six such HAP projects and at two non-public retirement projects. Cars were counted on three different occasions in each of these projects; once during the day on a weekday, once during the evening on a weekday, and once on a Sunday afternoon. The results of the survey are presented in the attached table, as a supplement to, but not part of, the record.

Please note that while the acceptance of the appeal focused on the parking issue, the appellant also wished to review one other aspect of the Hearings Officer's decision, specifically Condition A.

ENF/1b
attachment

ELDERLY HOUSING PROJECT PARKING USE SURVEY

Project Name	Number of Units	Number of Spaces	Units per Space	Observed Use of Available Parking							
				Cars Mid-day	Units per Car, Mid-day	Cars Night	Units per Car, Night	Cars Sun.	Units per Car, Sun.	Cars Ave.	Units per Car, Ave.
HAP PROJECTS											
Northwest Tower	180	38	4.7	19	9.5	19	9.5	20	9.0	19.3	9.3
Williams Plaza	101	28*	3.6	15*	6.7	15*	6.7	15*	6.7	15.0	6.7
Hollywood East	299	100	3.0	42**	7.1**	24	12.5	21	14.2	29.0	10.3
Dahlke Manor	115	29	3.9	12	9.6	8	14.4	8	14.4	9.3	12.4
Sellwood Center	112	28	4.0	13	8.6	12	9.3	13	8.6	12.7	8.8
Holgate House	80	30	2.7	7	11.4	5	16.0	5	16.0	5.7	14.0
OTHER PROJECTS											
Westmoreland Manor	301	180	1.7	68	4.4	72	4.2	65	4.6	68.3	4.4
Marshall Union Manor	242	62	3.9	43	5.6	40	6.1	53	4.6	45.3	5.3

*Six of the 28 parking spaces are currently rented to users not connected with Williams Plaza. Use by tenants and staff is, therefore, less than the observed count.

**HAP general offices are located at Hollywood East -- weekday parking reflects considerable staff use not directly related to the project.

THE CITY OF
PORTLAND



OREGON May 9, 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

MEMORANDUM

TO: Steve Thomsen, Bureau of Street and Structures

FROM: Mike Bauer, Bureau of Traffic Engineering *MUB*

SUBJECT: Beaverton/Hillsdale Hwy.

One of this Bureau's main concerns that we felt this project could address is the placement of turning vehicles out of the moving traffic lanes. For this reason we fully support Plan B which would provide a left turn median from 56th west to the City/County line.

With this concern of separating left turning vehicles from the moving traffic we feel the following locations should be looked at for a left turn median:

1. In the vicinity of the apartments at 27th - approx. stations 20+00 to 28+00 we would like to see the driveways consolidated if possible, and feel that in this area there is room for a left turn median that would also work for a pedestrian refuge area.
2. In the vicinity of the apartments and driveways at approx. stations 37+00 to 47+00. This area covers two proposed pedestrian refuge areas and the junction of 35th and 33rd plus driveways to a large apartment area. Rather than have the travel lanes taper in and out along this stretch for the pedestrian refuge areas - it would drive better and serve the left turning vehicles if a left turning median was provided.
3. The feasibility of consolidating the driveways on the north side of Beaverton/Hillsdale to the housing units in the vicinity of 49th should be explored - again with the idea of a left turn median lane to separate the turning vehicles into the parking area for the housing units.

At Shattuck Rd. we are concerned with the S.W. corner and the large radius. We feel that if it is necessary to have this large radius for bus and truck turning movements, that an island be built for pedestrians. The vehicles would right turn behind the island and pedestrians would have a raised refuge area from which to cross Shattuck and Beav./Hillsdale Hwy. As it is shown now the pedestrian crossing distance would be approx. 140 feet across Beav./Hillsdale Hwy.

*Pink
Beaverton-Hillsdale*

MEMO

CITY OF PORTLAND, OREGON
BUREAU OF STREET &
STRUCTURAL ENGINEERING

TO MIKE BAUER OF TRAFFIC ENGR.
FROM STEVE THOMSEN OF STS & STRUCTURES
DATE 5-5-80
SUBJECT BVTN HILL HWY PROJECT

MESSAGE PLEASE REVIEW THE ATTACHED
PRELIMINARY DESIGN. MAKE COMMENT AS
NECESSARY ON A SEPARATE SHEET OF PAPER
& RETURN TO ME ASAP.

S. Thomsen

COPIES TO:



Department of Transportation
METROPOLITAN BRANCH

6415 S.W. CANYON CT., RM. 210, PORTLAND, OREGON 97221

229-5828

April 29, 1980

David Vargas
Acting Chief
Bureau of Street and Structural Engineering
City of Portland
621 SW Alder St.
Portland, Oregon 97205

Subject: Sw 65th-Capitol Hwy.
Beaverton-Hillsdale Highway
Multnomah County
Prefix: 26 1914

Attention: Vic Rhodes

At this point in time I am soliciting City Staff's approval of the subject project design as shown on the Display Maps and the method of handling the funding over-run. The revisions as requested at your ODOT and City meeting of April 28, 1980 will be made as follows:

- A. Typical roadway section between Boundary St. and 45th Ave. to be changed to allow a 16 foot bike lane and parking on the south side of the Highway. Also, widen the sidewalk to 8 feet.
- B. Reduce the roadway section near the Godfather's Pizzeria by stopping the bike lane easterly of the building on the North side. The sidewalk to be constructed matching the existing structure as much as possible. Connecting to 45th Ave. on the north will present some problems.
- C. Pedestrian Safety Refuges, as requested, can be designed in all the areas except at 50th. In this particular area, any width greater than 4 feet will have a considerable impact on the apartments located on the SW corner of 50th Ave. where R/W is very tight.

In regards to funding, the most recent total available funding for the project is \$ 1,869,000 (including Preliminary Engineering).

(continued)

Total Cost of Project (includes Plan B)	\$ 1,889,800
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Preliminary Engineering (anticipated)	143,200
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TOTAL	\$ 2,043,000
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Funding Available	1,869,000
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DIFFERENCE	\$ 174,000
------------	------------

Possible Reductions In The Project:

- | | |
|--|----------|
| 1. Avoid Godfather's Pizzeria Relocation | \$70,000 |
| 2. Reduce bike lane and sidewalk on the
SW side of Shattuck (less impact on
Driveways to residences) | \$29,000 |
| 3. Eliminate Plan 'B' | \$92,000 |

Please advise in written form regarding your decisions about design approval and project reductions. I am sending the Design Maps (3 parts) for your perusal. Please return when you are through with them.


Earl C. Purdy

Resident Location Engineer

CC: Curt Duval

BECKY'S COMMENTS

Here,

Discrepancies in project info:

- > Avoid Godfather relocation \$70,000 or \$90,000
- > Reduce sidewalk at Shattuck - preferably reduce bike lane and turn median first. minimum is 5.5 for curbside sidewalk
- > Extend all sidewalk segments to 60' minimum

Problems

1. Bertha - doesn't show bus stop - north side
2. 25 - bus stop south side too far east north side ~~may~~ need to extend sidewalk length
3. 27th can north side stop be shifted east to intersection or sidewalk extended, pedestrian refuge
4. Need to locate curb cuts in front of apartments
5. 33rd - does south side shelter need to be relocated, pedestrian refuge
6. 35th - north side - sidewalk extended to 35th
7. 39th - south side - extend sidewalk to eastward to 39th (signal)
8. 47th - small side street should be open to

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

April 22, 1980

Portland, OR 97221

FILE:

FROM: Earl C. Purdy
Res. Loc. Eng'r.

TO: TAC Members:

SUBJECT: SW 65th. Ave. Capitol Hwy. Section
Beaverton Hillsdale Hwy.
Multnomah County
Prefix 26-1914

RECEIVED
APR 29 1980
BUREAU OF
TRAFFIC ENGINEERING

The fifth City-State TAC meeting was held at the O.D.O.T. Metropolitan Branch Office on April 17, 1980. Those attending are shown on the attached sign-up sheet.

The meeting closely followed the Agenda handed out at the meeting. The following attachments were included in the handouts: Preliminary Estimate of Cost Total Project, November 1979, Reconnaissance Estimate with project funding information, Detailed Quantity & Cost Estimate Total Project, Detailed Quantity and Cost Estimate on 6 Separate Segments, Sketch Map showing November 1979 & April 1980 Segments Cost Comparison, Quantity and Cost Estimate Plan B (Additional cost for a continuous left turn median from Shattuck Road to the existing one near Station 130), and Construction Items Cost Per Length.

After the introductions, Project Purpose, History and Status & Schedule presentation, the up-dated project design, as shown on the display maps, was explained in detail. This included deviations from the original concept where it is necessary to reduce the desired Section by eliminating the bike lane on the south between SW 45th. and SW 43rd. where the normal section would conflict with the existing commercial buildings constructed at the 40 foot R/W line. The bike lane can be routed around this area on the old County Road. The areas where retaining walls would be required due to widening for the bike lane were pointed out. The design, conflicts and additional cost involved in the continuation of the left turn median westerly from Shattuck Road was presented.

The April 1980 Preliminary Estimate of cost was next presented. The Total Project Cost is now \$1,663,800 (Nov. 79 R/W Cost used) as the up-dated costs were not available at this time). This amount includes the left turn median extension mentioned previously. There is approximately \$515,600 over the available finding which the City of Portland must address.

Several areas of considerable impact have resulted from the addition of the bike lanes. One: in most cases where the State Highway or developers have made improvements, since the 1957 Construction, the curbs have been constructed allowing room for left turn lane or at a distance of 33 feet from the center line. The bike lane design in the areas of left turn lanes calls for the curb to be constructed at 37 feet from center line thus causing additional cost of removal in numerous areas along the project length. Two, in one specific area on the southerly side just west of Shattuck Road, this additional widening will cause considerable impact to residence located close to and higher than the level of the highway, not only the cut slopes catching near the homes but also requiring much steeper driveways than the original. A retaining wall option might be justified here (a study is now being done). Three, several other retaining walls will be required in existing cut bank locations where buildings would be undercut otherwise. Four, in the northeast quadrant at 45th. Ave. the Godfather Pizza building will have to be moved for the widening and curb return. Five, a 7 foot strip of R/W will be required in front of Wendy's and along the southerly side from Shattuck Road to 50th. Ave.

The City Parking Proposals were discussed with the City to re evaluate the situation without reduction of standard lane widths and addressing the other Alternatives.

The Pedestrian Safety Island design at four locations were discussed. It was the consensus that the design would entail Striping for 8 feet wide with either a continuation of existing left turn median or tapering to the Safety Area on the 1:45 design standard. The final design will include these features unless the impact warrants otherwise.

Activities and Resolutions Required to Complete Project:

ODOT Complete Tri -mets transit improvement design.
 Complete mapping and final design.
 Furnish City with design maps. 5/9/80
 Complete final estimate and reports.
Anticipated completion in June.

City of Portland

Resolve Parking Issue
Determine Areas where Project Costs can be reduced to more closely align with available funding (Design Display Map available upon request)
Request in writing where bike lane desired width (6 feet) is to be reduced. Must be approved by ODOT Location Engineer.
Design approval is needed.

SW 65TH-CAPITOL HWY.
BEAVERTON-HILLSDALE HWY.
E.C.PURDY, RES ENGR 26-1914

5th T.A.C.

Name	Agency
EARL C. Purdy	O.D.O.T.
Susan M. Branncke	O.D.O.T.
GARY KENNEN	O.D.O.T.
Chuck Pietrok	O.D.O.T.
TOM Schwab	ODOT
Steve Thomsen	City of Portland
Greg Neustel	Portland Water Bureau
Tom Loeber	ODOT
IF RASER	ODOT
Becky Kohlstrand	City of Portland - Planning
Fred Nussbaum	Tri-Met
VIC RHODES	CITY OF PORTLAND / STREETS & STRUCTURES
Mike Bauer	" " TRAFFIC ENG.
Amel. Schaeffer	City of Portland BICYCLE + PED. PROGRAM
Art Davis	ODOT

THE CITY OF
PORTLAND



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PLANNING
248-4260

SPECIAL
PROJECTS
248-4509

TRANSPORTATION
PLANNING
248-4254

28 April 1980

MEMORANDUM

TO: Earl Purdy, Oregon State Hwy. Dept.

FROM: Becky Kohlstrand, Transportation Planning *BR*

SUBJECT: Bus Stop Locations, Beaverton-Hillsdale Highway

As there has been a lot of confusion over the location of the bus stops relative to this property, I've compiled a list of all the stop locations and the improvements to be incorporated in each. This was compiled by myself and Fred Nussbaum, Tri-Met. When project maps are made available to the City we will review the specifics of each stop location, considering the relationship to topography or adjacent structures.

1. Bertha Blvd. - North side - Bus pad located immediately west of Bertha (if adequate room is available given the retaining wall); south side - Bus pad located west of Bertha, directly south of other pad.
2. 25th - North side - Bus stop located east of 25th on nearside of signal; south side - Bus stop located east of 25th on far-side of signal to avoid extensive filling.
3. 27th - North side - Bus stop located west of 27th; south side - Bus stop located approximately 60' west of north side stop. Pedestrian safety refuge located here.
4. 30th/Dosch - North side - Bus pad and shelter located east of Dosch Road at near side of intersection; south side - Bus pad and shelter located west of Dosch at near side of intersection, fill will be required.
5. 33rd - North side - Bus stop located approximately 85' west of 33rd to minimize sight distance problems; south side - Bus pad and shelter (existing) located east of 33rd. Pedestrian safety refuge located here.
6. 35th - North side - Bus pad located approximately 130' east of 35th; south side - Bus pad and shelter (existing) located approximately 75' east of 35th. Pedestrian safety refuge located here.
7. 39th - North side - Bus pad located directly east of 39th; south side - Bus pad and shelter located approximately 200' west of 39th on near side of intersection.

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28 April 1980

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8. 42nd - North side - Bus pad located directly east of 42nd; south side - Bus pad and shelter located directly east of 42nd.
9. 44th/45th - North side - Bus pad located directly east of Godfather's Pizzeria; south side - Utilize existing wooden shelter located approximately at 44th, will not require new construction.
10. Boundary - North side - Bus stop located west of Chrisman's Frame Shop (minimize conflict with pedestrian entrance to shop); south side - Bus stop located directly west of Boundary Street.
11. 50th - North side - Bus stop located directly North of 50th Ave.; South side - Bus pad located west of 50th. Pedestrian safety refuge located here.
12. Shattuck - North side - Bus pad and shelter located east of Shattuck on nearside of signal; south side - Bus pad and shelter located west of Shattuck on nearside of signal.
13. 56th - North side - Bus pad located east of 56th on nearside of signal; south side - Bus pad and shelter located directly west of 56th at near side of signal.
14. 59th - North side - Bus pad located east of 59th (if adequate room is available without encroaching into office building); south side - Bus pad located east of 59th and directly south of north stop.
15. 62nd - North side - Bus pad east of apartment driveway; south side - Bus pad located directly south of north side stop.
16. 65th - North side - Bus pad located west of 65th; south side - Bus pad located just west of 65th (both stops outside City limits).

A summary of the project shows the following totals:

23 bus pads @ \$250	\$5,750
7 new bus shelters @ \$2,870	\$20,090
8 bus stop only	0

These costs do not reflect the sidewalk segments which are being provided at all stops.

The City recommends that the sidewalk segments be a minimum of 60' in length, based on information received from Clyde Earl of Tri-Met. This will accommodate not only a standard bus, but also an articulated bus which is 60' long with three doors.

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Standards for bus pads are 6' x 10'. When incorporated into a sidewalk segment a total width of 11 feet is needed. This allows for a minimum clearance of 5' on the sidewalk and 6' for placement of the shelter. Additional information provided by Tri-Met relates to construction standards; i.e. the pads must have a 6 inch slab with steel reinforcement to support shelters.

If you have questions, please contact me at 248-4254. Thank you.

BK:db

cc: Dave Vargas
Steve Thomson
Mike Bauer ✓
Fred Nussbaum

THE CITY OF
PORTLAND



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DEPARTMENT OF
PUBLIC WORKS

MIKE LINDBERG
COMMISSIONER

OFFICE OF
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Baver

*STR
Beaverton/Hillsdale*

May 23, 1980

Mr. Earl Purdy, Resident Engineer
Oregon State Highway Department
6415 SW Canyon Court, Suite 20
Portland, Oregon 97221

Re: Beaverton-Hillsdale Highway TSM project

Dear Mr. Purdy:

The City has completed a review of the project maps and the revised budget which were provided to us within the last few weeks. The basic design concept, incorporating left turn lanes, signals, and sidewalk segments, is acceptable to the City. There are some issues, however, which still need to be resolved. The following comments should clarify most of these and allow the State to proceed on the Mylar Detail Maps.

1. Left turn median from 56th Ave. west to the City limits (65th Ave.) - The City supports the inclusion of a left turn lane between 56th and 65th as part of the project. The City, however, can not accept the funding responsibility for work done outside the limits of the City. Therefore, the project should either be terminated at the City limits or an alternative funding source identified for those improvements proposed west of 65th. The improvements include a portion of a left turn lane and two bus stops. One possible solution involves tapering the turn lane to terminate at SW 65th.
2. Pedestrian refuges - Upon review of the design, the Bureau of Traffic Engineering has identified alternatives for dealing with the pedestrian refuges. Based on concern for separating left-turning vehicles from moving traffic, we would like to explore the possibility of expanding the pedestrian refuges to left turn medians as proposed below:
 - a) SW 27th - In the vicinity of the apartments at 27th on the south side of the highway (approximate station locations of 20+00 to 28+00), assess potential for expanding pedestrian refuge to a left turn median extending from the eastern apartment access to the 30th Ave. left turn taper. As part of the final engineering, we will determine the location of the accesses for the apartments.

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- b) SW 33rd and SW 35th - In the vicinity of the apartments on the south side of the highway (approximate station locations 37+00 and 47+00), assess potential for providing a left turn median from the 30th Ave. left turn taper on the east to SW 35th Ave. on the west. By providing a left turn median rather than two pedestrian refuges, we might eliminate potential confusion stemming from a series of refuges at this location.
- c) SW 50th Ave. - It has already been determined that a limited amount of space is available at this location for the provision of a pedestrian refuge. Therefore we support the concept of a 4 foot wide pedestrian refuge with necessary tapers.

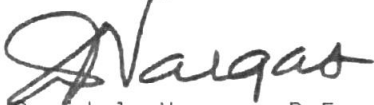
It is requested that the State provide the City with a cursory review of the proposed changes and point out to us, on a section by section basis, what appears to be feasible and what doesn't. The City will respond with a recommendation as soon as possible. The State's work should take into account our mutual concerns of timing of the project and the impacts on funding as it pertains to additional right-of-way acquisition or extensive cutting and filling. The City is anxious to make a determination as to the feasibility of the left turn lanes.

- 3. Driveways at Martha Street and the frontage road east of 45th - Both Martha and the frontage road must be constructed to City standards for a public right-of-way, preferably with curb returns. Driveways are not acceptable.
- 4. Godfather's Pizzeria - As previously identified, the City's priority is to avoid relocation of Godfather's. This constitutes a savings of \$70,000 to the project.
- 5. Shattuck Road pedestrian island - The plans show a 35' radius at the southwest corner of the Shattuck Road/Beaverton-Hillsdale Highway intersection per our previous request. A pedestrian island should be designed for this intersection. It appears necessary not only for pedestrians, but also to provide a space for anchoring signal standards.
- 6. Shattuck Road: Reduction of sidewalk and bike lanes - The City has expressed its willingness to reduce sidewalk and bike lane widths throughout this project. We support the reduction of the bike lane to 4 feet at this location; however, a minimum of a 5 foot combined curb and sidewalk shall be maintained. Providing no power poles, light poles or other obstructions are located in sidewalk area, otherwise a minimum of 6 foot combined curb and sidewalk shall be maintained where power poles, light poles, or other obstructions are located in the sidewalk area.

7. Bus stop locations - The location of bus stops has been discussed at some length. In providing the following comments, the information should be complete:
- a) Bertha Blvd. - Due to the extensive cutting necessary to provide a north side stop, the City recommends elimination of the stop.
 - b) 33rd Ave. - Contrary to the most recent discussions requesting a realignment of the south side stop at 33rd, we recommend leaving it where it is currently located. Tri-Met has indicated that the existing location is acceptable.
 - c) 39th Ave. - In order to utilize the signal for pedestrian crossing and minimize the impact on the existing slope, the City recommends the following treatment. Locate the south side bus stop west of the signal (approximately at the crosswalk location) with a 6' x 60' sidewalk segment extending westward from the stop. We understand this will require a major retaining wall adjacent to the sidewalk; however, by eliminating a shelter at this location we are minimizing the impact. This shelter can be relocated at one of the pads provided in this project.
8. Transit Improvements - The design sketch for transit improvements at Bertha Blvd./Bertha Ct. have been reviewed by the City and Tri-Met. The one issue of concern raised is the width of Bertha Ct. between Bertha Blvd. and Capitol Highway. It is recommended that a 24' improvement be maintained from Capitol to the point where the lanes split. It was unclear from our records if the existing improvement was 24' or 18½'. With our conceptual approval for the design, we will be looking forward to receiving cost estimates.

If you have any questions, please do not hesitate to contact City staff, as we are also concerned about expediting the planning process. Completion of a public meeting and Council hearings are desired by July 1. Thank you.

Sincerely,



David J. Vargas, P.E.
Acting Chief
Bureau of Street & Structural Engineering

DJV:SET:lj

cc: Vic Rhodes
✓ Mike Bauer
Becky Kohlstrand
Fred Nussbaum
Max Klotz