

Belmont

December 3, 1980

~~1235 S.E. Belmont St.~~ Northwest
1235 S.E. Belmont St.
Portland, Oregon 97214

Dear Sirs:

A recent inspection of the northwest corner of the intersection of S.E. Belmont Street and 13th Avenue showed visibility at the intersection was obstructed by a shrub.

In order to provide adequate sight distance for safe vehicular passage through the intersection, it is necessary to maintain an area on each corner that is free of visibility obstructions.

It is the recommendation of this Bureau that the shrub be removed. The City Vehicles and Traffic Code (Chap. 16.26.240, copy enclosed) describes the required portion of corner properties that must be kept clear of visibility obstructions.

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

We appreciate your cooperation in helping 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

Enclosures

Belmont

July 7, 1980

MEMORANDUM

TO: Jim Griffith, Bureau of Buildings
FROM: *km* C.J. Masco, Bureau of Traffic Engineering
SUBJECT: Parking Around the Tooze Complex (S.E. Belmont, 45th-46th)

M. Brooks Koenig of my staff re-surveyed the area around the Tooze Complex on July 2, 1980. The results of this survey were essentially the same as the last survey on November 1, 1979. (See attached memo summarizing the results.)

Both surveys show 100% use of available on-street parking within a one-block radius, but less than 50% utilization beyond the one-block area. Each survey showed parking to be available in the off-site lots (approximately 30 spaces on July 2, 1980), but total utilization on the on-site lots.

As noted in the previous memo, the parking and traffic problems have lessened since the Adult and Family Services (Welfare) offices moved to S.E. 52nd Avenue and S.E. Holgate Street in September of 1977. Other social service agencies still within the complex generate parking demand, but these agencies have far fewer client visits than AFS.

One of the few traffic/parking complaints that B.T.E. has received from the area since November 5, 1979 ((date of the last memo) until the present was from the Children's Services Division that is housed in the Tooze Complex. C.S.D. was primarily concerned about pedestrian traffic between the north and south buildings. One of their suggestions was to remove parking for better visibility - a suggestion that had to be rejected to prevent parking from spreading into the neighborhood.

The neighborhood has not registered any complaints since the Bus Zone modification mentioned in the November 5, 1980 memo. This lack of complaints reflects the improved conditions since the AFS move and resignation to a limited amount of on-street around the complex.

parking

Jim Griffith
July 7, 1980
Page 2

This uneasy truce could be broken if the Tooze Complex adds any commercial, parking-generated space. In the instant case, the disputed building is described as a maintenance site with no commercial use and no additional parking demand. If no commercial space was created by re-locating the maintenance work to this site, there should be no increase in parking demand. If this is the case, Mr. Tooze would not have violated Condition B (3) nor have gone against the B.T.E. recommendation to provide for "100% of the parking needs generated by the new use".

CJM/MBK/as

cc: Don Bergstrom

Belmont

April 23, 1980

Mr. Austin D. Robert
Branch Manager
Department of Human Resources
Children's Services Division
4506 S.E. Belmont St.
Portland, OR 97215

Dear Mr. Robert,

On March 13, 1980 Bill Stark and Brooks Koenig of this bureau met with a group of Department of Human Resource's Representatives to discuss traffic problems around the "Old Belmont Square" complex. The major concern expressed was for the safety of pedestrians crossing Belmont in mid block between 45th and 46th Avenues.

We received the reported accidents on Belmont between (and including) the intersections of 44th Avenue and 48th Avenue. During the period between January 1, 1976 and November 1, 1979, there were two non-fatal pedestrian accidents reported, one at 44th Avenue and the other at 47th Avenue. There were no mid-block pedestrian accidents recorded in this section.


Observation indicates that pedestrians jaywalk throughout this section of Belmont with some crossing midway between 45th and 46th. The Human Resource's representatives felt a pedestrian signal was needed somewhere in this vicinity. Our experience with pedestrian signals on narrow two lane streets is that most pedestrians just won't use the signal. This sets up a situation where the motorist has a green signal at the same time a pedestrian is crossing the street, creating a very hazardous condition. The signal tells the motorist he has the right of way, therefore he is not expecting the pedestrian to be in the street.

TR 9043

Mr. Austin D. Robert
April 24, 1980
Page 2

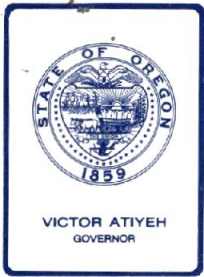
Most pedestrian signals have been installed at school crossings and/or on wide streets with multiple traffic lanes and a high concentration of pedestrian traffic. We have a list of school crossings and other volume crosswalks which have a much higher priority for signalization than this location. We will add Belmont and 46th to our list for future consideration of signalization.

Sincerely,



Mario J. Martini
Senior Traffic Engineer

MJM/WES/as



Belmont

Department of Human Resources
CHILDREN'S SERVICES DIVISION

Southeast Multnomah Branch

4506 S.E. BELMONT, PORTLAND, OREGON 97215

March 3, 1980

Traffic Engineering Department
City of Portland
420 S.W. Main
Portland, Oregon 97201

Attn.: Mr. Bill Stark, Traffic Engineer

Dear Mr. Stark:

The Southeast Executive Management Team, which is a group of Department of Human Resource's Representatives in the Southeast area, meets on a monthly basis to consider matters of mutual concern. I would like to invite you and/or members of the Traffic Engineering Department to meet with this group.

For the past few months the matter of traffic safety in and around the "Old Belmont Square" complex (at S.E. Belmont Street between 45th and 47th Avenues) has come up as an area of concern. Traffic seems more congested. Pedestrian crossing is becoming more hazardous and while there have been no pedestrian casualties of which we are aware there have been some "near casualties".

We are interested in considering how this situation might be improved and would like the opportunity to discuss this with you.

I invite you to attend our next regular meeting at 1:30 P.M. on March 13, 1980, in the Vocational Rehabilitation Division conference room located at 4610 S.E. Belmont. If this is not convenient for you I would suggest April 11, 1980 at the same time and the same location, or March 26, 1980, at 1:30 in the CSD conference room at 4506 S.E. Belmont.

I will appreciate your confirming one of these dates with me at your earliest convenience, either in writing or by phoning at 238-7513.

The Southeast EMT will be most appreciative of this opportunity.

Sincerely,

Austin D. Robert
Branch Manager

RECEIVED
MAR 4 1980
BUREAU OF
TRAFFIC ENGINEERING
ADR:bjg

AN EQUAL OPPORTUNITY EMPLOYER

S.E. 48TH

Combined Average of 5/30/78 &
8/14/78 24-hr Counts @ 40th/Belmont

7-8	683 ✓
8-9	658 ✓
9-10	529
10-11	552
11-12	600
12-1	666 ✓
1-2	644 ✓
2-3	704 ✓
3-4	824 ✓
4-5	967 ✓
5-6	902 ✓
6-7	534
7-8	440
8-9	396
9-10	376
10-11	291
11-12	178
12-1	103
1-2	56
2-3	42
3-4	26
4-5	26
5-6	60
6-7	281
<hr/>	
TOTAL	10,539

$$\frac{6048}{8 \text{ hr.}} = 756 = 8\text{-hr average}$$

Across	Side St.	Pavement	8-hr	Max	% of
SE Belmont	46th	Width	Avg Upt	Allow.	Max.
		36'	756	600	126%

TRAFFIC COUNT TAB

Date 8-14-78

Day Monday

Weather Cloudy

ON SE Belmont
E of 40th

ON _____

DIRECT- TIME ION								
A.M.	E/B E/W/B							
7-8	723							
8-9	693							
9-10	546							
10-11	578							
11-12	608							
P.M.								
12-1	680							
1-2	623							
2-3	720							
3-4	802							
4-5	1011							
5-6	909							
6-7	566							
7-8	475							
8-9	421							
9-10	368							
10-11	298							
11-12	182							
A.M.								
12-1	114							
1-2	60							
2-3	48							
3-4	33							
4-5	30							
5-6	68							
6-7	298							
TOTAL	10844							
GRAND TOTAL								

TRAFFIC COUNT TAB

Date 7/24/75
 Day Thursday
 Weather Fair

ON SE Belmont W/45th

ON SE Belmont E/45th

DIRECT- TIME	ION	EB				WB			
A.M.									
7-8		138				403			
8-9		211				207			
9-10		205				195			
10-11		229				192			
11-12		265				257			
P.M.									
12-1		273				214			
1-2		277				216			
2-3		286				219			
3-4		315				262			
4-5		454				265			
5-6		419				214			
6-7		202				199			
7-8		152				160			
8-9		153				158			
9-10		154				151			
10-11		155				127			
11-12		112				71			
A.M.									
12-1		67				34			
1-2		34				20			
2-3		30				11			
3-4		20				9			
4-5		16				12			
5-6		10				31			
6-7		55				143			
TOTAL		4232		8002		3770			
GRAND									

JB

TRAFFIC COUNT TAB

Date 10-21-74

Day Monday

Weather Fair

ON SE BELMONT W/46th

ON SE BELMONT E/46th

DIRECT- TIME ION	EB				WB			
A.M.								
7-8	121				434			
8-9	191				285			
9-10	203				185			
10-11	185				179			
11-12	257				202			
P.M.								
12-1	242				198			
1-2	291				215			
2-3	313				232			
3-4	333				239			
4-5	510				263			
5-6	546				230			
6-7	352				198			
7-8	198				154			
8-9	171				154			
9-10	182				103			
10-11	130				66			
11-12	87				63			
A.M.								
12-1	46				37			
1-2	36				15			
2-3	20				10			
3-4	13				8			
4-5	6				8			
5-6	4				31			
6-7	42				131			
TOTAL								
GRAND TOTAL	4484				3650			

8134

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

COLLISION DIAGRAM

LOCATION S.E. BELMONT ST. @ S.E. 48TH AVE. COMPILED BY BOLLING
PERIOD COVERED 1976 TO 10 MOS. - 1979 DATE APR. 9, 1980

LEGEND

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

S.E. 48TH AVE.

S.E. BELMONT ST.

- ← Path of Vehicle
- ←--- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- ←→ Vehicle Backing
- Properly Parked
- ▨ Improperly Parked
- ↺ Vehicle Overturned
- ↻ Vehicle Skidded

COLLISION TYPE	1976				1977				1978				10 MOS. - 1979							
	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											1	1								
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL				0		1	1			1	1					0				

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

COLLISION DIAGRAM

LOCATION S.E. BELMONT ST. @ S.E. 47TH AVE. COMPILED BY BOLLING
PERIOD COVERED 1976 TO 10 Mos.-1979 DATE APR. 9, 1980

LEGEND

- Person Killed
- ←--- Pedestrian Killed
- Person Injured
- ◁--- Pedestrian Injured
- ← Property Damage Only
- ←→ Collision-Rear-end
- Collision-Head-on
- ↔ Collision-Sideswipe
- ◁..... Path of Pedestrian

S.E. 47TH AVE.



S.E. BELMONT ST.

1/15/76
THUR.
3 PM.
54F



- ← Path of Vehicle
- ←--- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- ←→ Vehicle Backing
- Properly Parked
- ▤ Improperly Parked
- ↺ Vehicle Overturned
- ↻ Vehicle Skidded

S.E. 47TH AVE.

COLLISION TYPE	1976				1977				1978				10 Mos.-1979							
	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																				
Rear-end																				
Sideswipe																				
Turning Movement																				
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian		/		/																
Backing																				
Misc.																				
TOTAL		/		/			/	/		/		/				0				

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

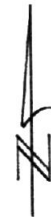
COLLISION DIAGRAM

LOCATION S.E. BELMONT ST. @ S.E. 46TH AVE. COMPILED BY BOLLING
PERIOD COVERED 1976 TO 10 Mos. - 1979 DATE Apr. 9, 1980

LEGEND

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

S.E. 46TH AVE.



S.E. BELMONT ST.



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

COLLISION TYPE	1976				1977				1978				10 Mos. - 1979							
	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																				
Rear-end			1	1							1	1								
Sideswipe																				
Turning Movement			1	1																
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL			2	2				0			1	1				0				

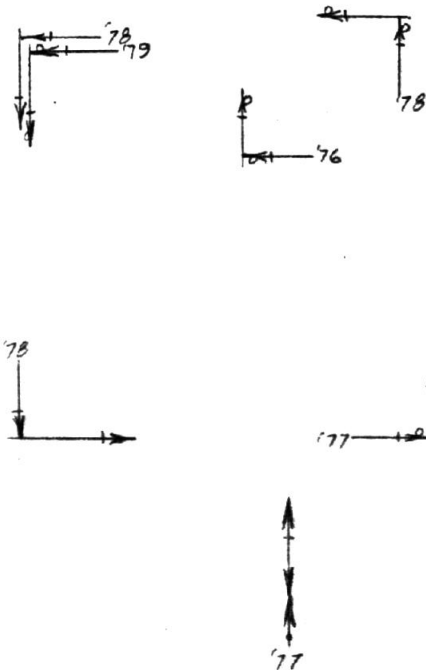
**CITY OF PORTLAND, OREGON
BUREAU OF TRAFFIC ENGINEERING**

COLLISION DIAGRAM

LOCATION S.E. BELMONT ST. @ S.E. 45TH AVE. COMPILED BY BOLLING
PERIOD COVERED 1976 TO 10 MOS. - 1979 DATE APR. 2 1980

LEGEND

- Person Killed
- ←--- Pedestrian Killed
- Person Injured
- ←--- 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

COLLISION TYPE	1976				1977				1978				10 MOS. - 1979							
	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		1		1		1	2	3		1		1				
Head-on																				
Rear-end																				
Sideswipe																				
Turning Movement																				
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing							1	1												
Misc.																				
TOTAL		1		1		1	1	2		1	2	3		1		1				

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

COLLISION DIAGRAM

LOCATION S.E. BELMONT ST. @ S.E. 44TH AVE. COMPILED BY BOLLING
PERIOD COVERED 1976 TO 10 Mos.-1979 DATE APR. 9, 1980

LEGEND

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

1/23/76
3 PM IN X-WALK
FRI.
19 M

78

79

S.E. BELMONT ST.

S.E. 44TH AVE.

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

COLLISION TYPE	1976				1977				1978				10 Mos.-1979							
	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																				
Rear-end																				
Sideswipe																				
Turning Movement										2		2								
Parking														1		1				
Non-collision																				
Fixed Object																				
Pedestrian		1		1																
Backing																				
Misc.																				
TOTAL		1		1				2	2	2		2		1		1				



**CONSOLIDATED ELECTRICAL DISTRIBUTORS, INC.
CED-WEST**

115 S.E. YAMHILL STREET
PORTLAND, OREGON 97214
(P.O. BOX 3769, ZIP 97208)
TELEPHONE AREA 503-232-3142

Belmont

April 8, 1980

Mr. Brooks Konig
Bureau of Traffic Engineers
301 Loyalty Building
317 S. W. Alder
Portland, Oregon 97204

Dear Mr. Konig:

This is a request to rezone our receiving area on 2nd and Belmont Street. We find that cars are parked in front of our door which cause great difficulty in receiving material.

We would like to have signs posted in this area that would read - No Parking from 7:00 A.M. - 6:00 P.M. Thank you.

Very truly yours,

CONSOLIDATED ELECT. DIST.

George O. Thompson

George O. Thompson
Warehouse Foreman

GOT:le

*T.R. # 7943
W.O. # 28538
File
M.B.K.*

RECEIVED
APR 9 1980
BUREAU OF
TRAFFIC ENGINEERING

Q
ANSWERED APR 11 1980

RECEIVED APR 11 1980

Belmont

January 25, 1980

INTEROFFICE MEMORANDUM

TO: Steve Dotterer, Dave Hill
FROM: M.W. Bauer
SUBJECT: Bus Advantage Signal S.E. Belmont St. and 39th
(Operational 3/26/79)

Attached are before and after studies regarding vehicle backups, travel time, and traffic counts on S.E. Belmont St. and 39th Ave.

The studies are inconclusive:

Vehicle backups inbound AM was up 52%, however AM inbound travel runs showed no change in travel time between the before and after studies. While the PM outbound speed run was slower after the signal than before, the vehicle backup during the PM outbound was less after than before. Some of the discrepancy might be caused by the fact the before vehicle backup, and travel time runs were done approximately two months apart. Outbound has a far side bus stop, therefore there is no signal changes between before and after,

Traffic counts were in general down on the same after the bus signal was installed. There appeared to be no exodus of traffic from Belmont St. to Stark St.

Bill Stark received numerous complaints after the signal was installed, mainly because of the left turning vehicles holding up the through traffic. Also when traffic does back up behind the left turning vehicles, we had complaints of people going around the backup from the right turn only lane. This could be a hazard to left turning vehicles in the opposite direction who are not expecting this.

The letter from Ron Higby claiming a 5 to 20 second savings for each bus strip thru the intersection, is hard to believe especially since they had far side bus stops and didn't have to wait for the signal to turn green to start up, before this project went in. Also the probability of every bus hitting the signal at the proper time to take full advantage of the signal has got to be low.

Attached is a 4 hour study of the bus movements made August 30, 1979 which shows that the bus arrival is random and not every bus will get an advantage.

I would recommend we take the signal out. It does very little for transit, and backs up other vehicles behind left turning vehicles.

If we do any more of these signals I would recommend doing them at locations where left turns are low or prohibited, where there is high numbers of passenger pick ups and drop offs, and where far side stops are not feasible.

In applying what we have learned from S.E. 39th and Belmont to the other two locations on S.E. Belmont, it appears that it could be feasible to install a bus advantage signal at S.E. Belmont and 20th, but not necessary. S.E. Belmont at this location is oneway eastbound so the left turn problem experienced at 39th would not be present. It would be advisable to remove parking on the south side east of 20th for a short distance. However, since the per lane volumes at this location are low, buses should have no trouble entering the flow of traffic. This location is therefore not recommended for bus advantage signals.

S.E. 60th and Belmont is a questionable installation since the eastbound bus stop and shelter are far side and a signal advantage would do no good. The westbound signal advantage would require the removal of 30 minute parking both east and west of the intersection. This would impose a hardship on small businesses in the area.

It is therefore recommended that the bus advantage signals at S.E. 39th and Belmont be removed and that no consideration be given at this time to installing bus advantage signals at either 20th or 60th Avenues.

This material is for your review and comments.

MWB:mc