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CITY OF
PORTLAND, OREGON
OFFICE OF CITY ATTORNEY

Christopher P. Thomas, City Attorney
1220 S.W. 5th Avenue
Portland, Oregon 97204
(503) 248-4047

November 9, 1981

INTEROFFICE MEMORANDUM

TO: Mario J. Martini,
Bureau of Traffic Engineering, B133/R301

FROM: Kathryn S. Beaumont, Deputy City Attorney

SUBJECT: Harder Letter

Dear Mario:

Enclosed is a memorandum prepared by Rob Jacobs of this office in response to your question concerning fence and hedge heights on corner lots. Rob's memo untangles a very complicated code section and explains it in a comprehensible manner.

I apologize for the delay in responding to your letter. Rob and I were dismayed to find that none of the people we consulted interpreted section 33.90.040(g) consistently. Rob's memo represents the definitive interpretation of this section to date.

Please call me if you have any questions.

Very truly yours,

Kathryn S. Beaumont

KATHRYN S. BEAUMONT
Deputy City Attorney

KSB:MC
Encl.

cc. Commissioner Mildred Schwab
Frank Frost
Rob Jacobs

RECEIVED
NOV 9 1981
Traffic Engineering



CITY OF
PORTLAND, OREGON
OFFICE OF CITY ATTORNEY

Christopher P. Thomas, City Attorney
1220 S.W. 5th Avenue
Portland, Oregon 97204
(503) 248-4047

November 6, 1981

INTEROFFICE MEMORANDUM

TO: Mario J. Martini,
Bureau of Traffic Engineering, B133/R301

FROM: Kathryn S. Beaumont, Deputy City Attorney

BY: Robert Jacobs, Law Clerk *RJ*

SUBJECT: Harder Letter

REQUEST

You have asked us to review the City Code in order to determine the proper height regulations on corner lots.

CONCLUSION

A property owner may locate a three and one-half foot high fence or hedge anywhere on his/her property. A six foot fence or hedge may be located on the rear yard and on the side yard furthest from the street. A six foot fence or hedge is not permitted in the front yard (the narrower dimension of the two yards adjacent to the streets). As to the side yard adjacent to a street (the longer dimension of the two yards adjacent to the streets), there are two alternative situations, both of which do not permit a fence or hedge over three and one-half feet within 30 feet of the corner nearest the street intersection:

(1) A six foot fence or hedge is permitted on the side yard, adjacent to the street, which continues into the side yard of the abutting lot. (See diagram 1);

(2) A six foot fence or hedge is permitted on the side yard, adjacent to the street, which continues into the front yard of the abutting lot (see diagram 2) so long as the owner of the abutting lot agrees in writing to the fence or hedge.

DISCUSSION

The following code sections are relevant to your question:

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NOV 9 1981
Traffic Engineering

33.12.500 Lot lines. "Lot lines" means the property lines bounding a lot and are defined as follows:

(1) "Front lot line" means a boundary line along a street on an interior lot, and the shorter of the two boundary lines along streets on a corner lot. Where the two street boundaries on a corner lot are equal in length, the owner of the lot may choose which of the two shall be the front lot line.

(2) "Side street lot line" means the longer of the two boundary lines along streets on a corner lot. Where the two street boundaries on a corner lot are equal in length, the owner of the lot may choose which of the two shall be the side street lot line.

(3) "Rear lot line" means any boundary line opposite from a front lot line.

(4) "Side lot line" means any boundary line not a front, rear or side street lot line.

33.12.810 Yard. "Yard" means the open space, other than a court, on a lot, unoccupied and unobstructed from the ground upward, between a structure or structures and any lot line. The minimum horizontal distance between any point on a lot line and the nearest part of any structure or building is the yard depth.

33.12.820 Yard, front. "Front yard" means any yard abutting a public or private street.

33.12.830 Yard, rear. "Rear yard" means any yard abutting a rear lot line.

33.12.840 Yard, side. "Side yard" means any yard abutting a side lot line and extending between the front yard and the rear yard, if any.

33.90.040 Projection allowed into yards.

* * * *

(f) Open ornamental fences, hedges, landscape architectural features or guard railings for safety protection around depressed ramps may be located in any front, side or rear yard if maintained at a

height not more than three and one-half feet above the average ground level adjacent thereto; provided, further, that an open-work type railing not more than three and one-half feet in height may be installed or constructed on any balcony, stairway, porch, platform, or landing place mentioned above in subsections (c), (d) and (e).

(g) A fence, lattice-work screen or wall, not more than six feet in height, or a hedge or thick growth of shrubs, maintained so as not to exceed six feet in height, may be located in any required side or rear yard, and may be located in a required front yard adjacent to (1) a side street lot line which is an extension of a side street lot line instead of a front lot line or (2) a side street lot line which is an extension of a front lot line if notarized approval of the deedholder of the adjacent lot abutting said front lot line is submitted to the Bureau of Buildings; provided, however, that in neither case shall any portion of such fence, lattice-work screen, wall, hedge or growth of shrubs extend closer than 30 feet to the intersection of such street lot line with a front lot line.

According to these code sections a three and one-half foot fence or hedge may be located anywhere on the property (33.90.040(f)). Where code section 33.90.040(g) does not permit a six foot fence or hedge, code section 33.90.040(f) permits a three and one-half foot fence.

The problem in determining the maximum permitted fence or hedge height on corner lots is due to the obfuscated drafting of code section 33.90.040(g). This code section states that a six foot fence or hedge is permitted on side or rear yards.

Side yards are defined by code section 33.12.840 as any yard abutting a "side lot line." A "side lot line" is defined by code section 33.12.500(4) as any boundary line which is not a front, rear or side street lot line. Since a front lot line (code section 33.12.500(1)) is the boundary line along a street or, in the case of a corner lot, the shorter of the two boundary lines along streets, the side lot line on a corner lot is the longer of the two lot lines which are shared by abutting lots (B in both diagrams).

Rear yards are defined in code section 33.12.830 as the yard abutting the rear lot line. A rear lot line (code section 33.12.500(3)) is the boundary line opposite the front lot line (C in both diagrams).

Mario J. Martini
Page 4
November 6, 1981

Section 33.90.040(g) further states that, on a corner lot, a six foot fence or hedge is permitted on the front yard (A in both diagrams) which is adjacent to the side street lot line (D in both diagrams) and which is an extension of either the side street lot line (F in diagram 1) or the front lot line (A in diagram 2) of the property abutting the rear yard.

There are, however, two restrictions: (1) In no case is the six foot fence or hedge permitted closer than thirty feet to the intersection of the side and front lot lines, and (2) if the side street lot line is an extension of the abutting lot's front lot line then the owner of the abutting property must grant permission for the fence.

In addition, since the fence or hedge located on the side lot line furthest from the street (yard B in both diagrams) extends onto the required front yard, and since fences and hedges are only permitted on the front yard adjacent to the side street lot line (D in both diagrams) the side lot line fence must stop at the junction of the side and front yards. The location is specified by the setback requirement of the relevant zoning laws.

KSB:RSJ:MC

DIAGRAM 1

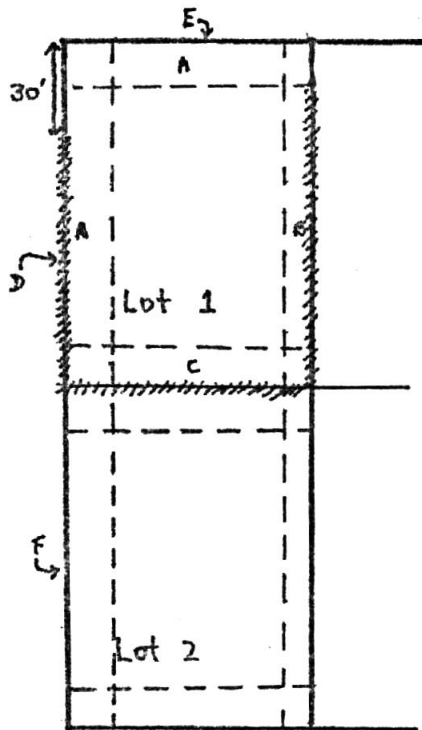
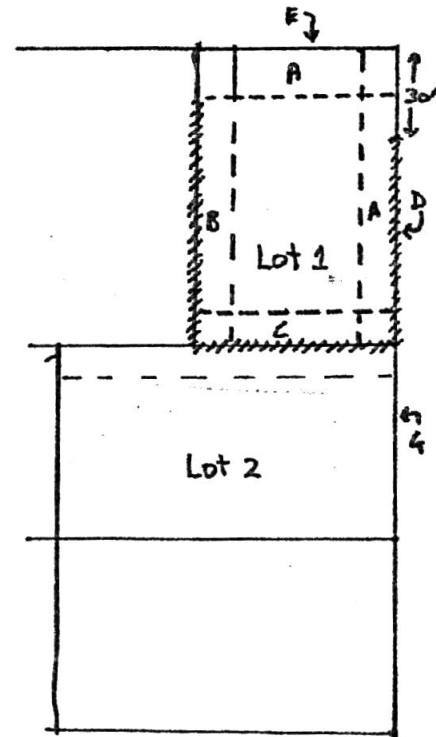


DIAGRAM 2



||||| - permitted locations for six foot fence or hedge

- A - front yard City Code Section 33.12.820
- B - side yard City Code Section 33.12.840
- C - rear yard City Code Section 33.12.830
- D - side street lot line City Code Section 33.12.500(2)
- E - front lot line City Code Section 33.12.500(1)
- F - abutting lot's side street lot line
- G - abutting lot's front lot line

CBD
1980

August 22, 1980

BUREAU OF TRAFFIC ENGINEERING PROJECTS

Old Title: CBD Signal @ 20 Locations, Signal Replaced.

New Title: CBD Signal Replaced 20 Locations, 1st, 2nd, 3rd, 4th, 5th, & 6th Ave.

1. 1. 1st & Main*
2. 2nd & Pine
3. 2nd & Oak
4. 2nd & Stark
5. 2nd & Washington
6. 2nd & Alder
7. 2nd & Taylor
8. 2nd & Salmon
9. 2nd & Main
- 20d 3rd & Pine
11. 3rd & Oak
12. 3rd & Stark
13. 3rd & Washington
14. 3rd & Alder
15. 3rd & Taylor
16. 3rd & Salmon
17. 3rd & Main
18. 5th & Jefferson
19. 5th & Columbia
20. 6th & Jefferson

File

BUREAU OF TRAFFIC ENGINEERING
INTRA-OFFICE ROUTE SLIP

FROM

Dick

DATE

11/18/80

STAFF

BAUER

BERGSTROM

BURDETTE

BUTTENHAM

CHOATE

DAVIS

DORN

ELLISON

EVANS

FRANKLIN

HASSETT

JAMES

KNUDSON

KOENIG

LOOMIS

MAGIN

MARTINI

MASCO

MASON

MUIR

NEELY

NOZAKI

PARKS

PARKS

PHELAN

SCHOMANN

SPEER

STARK

THOMPSON

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

*Please get a list
of all items that
should be covered
in "Street Construction
& Marsh Policy"*

By 11/27/80

PARKING PATROL DIVISION

*If we explain in
a sentence what (over)*

the item means —

Dick Johnson will
combine with his
material & have it
written up in policy
form.

✓
D.E.B.'s suggestions
attached

CBD

1980

Within the
next wk
or wk 5
US & all
I think
that
should
be done

Street Construction and Maintenance Policy for the City of Portland

I. ^{Uses} ~~Areas~~ to be Covered

1. All St Const & Maint
Private
2. All Util, Inc, Const & Maint
that uses any part
of the traveled street
area. Including all fire
city, water, sewer, traffic police
Comp
3. All Buildings and
and Maint that
uses any part of
Traveled street area
4. All Public agencies
Sewer water Traffic Signal,
Fire Alarm

Dick Johnson
can write
up in Policy
form

II Areas to be covered

1. All Regional traffic ways, Major City ^{traffic} Streets, Neighborhood collector Street, Regional Transitway, Major City Transit Streets, Minor City transit streets as designated in Arterial Street policy
- 2 The following business districts, CBD, Hollywood, Lloyd Center, St John, East Side, etc
- 3 the following Industrial areas NW, Swan Island, Rivergate, etc

4,

III Subjects to be covered

1. Duration of Job
2. Hours of Work
3. Peak Hours
4. Spacing between different projects
5. Noise
6. Transit
7. Lt. Rail
8. X Mas
9. Transit Mall

Nov. 17, 1980

Memo to Files

Subject: Sewer Construction Phase III

Traffic Standards:

1. Encourage the contractor to work Saturday and Sunday.
2. Permission to completely close S.W. Washington between S.W. 4th and S.W. 5th.
3. No work on S.W. Morrison until Washington is open.
4. No work permitted on S.W. 4th Ave. north of Washington while S.W. Washington is closed.
5. Two lanes will be available on S.W. 4th Ave. at all times beginning next Monday, Nov. 17th.
6. No short closures during lunch hour, 12:00 noon - 1:00 P.M..

These traffic requirements will be in effect from Nov. 17th to the completion of Phase III.

cc: Thomas James

MEMORANDUM

SUBJECT: Construction ~~on~~ Standards

Items to consider:

1. Should these construction standards apply City-wide or just CBD?
2. Should CBD be described as an area somewhat smaller than what is normally considered CBD?
3. Should areas such as the Hollywood District be included?
3. Lloyd Center?
4. St. Johns? Other neighborhood shopping areas?
5. Should these standards be adopted as a City Engineer policy?
6. Should these standards be adopted as an overall City policy?

Storm Sewer Construction
November 13, 1980
Page 1

November 13, 1980 contractor may be required to submit requests to facilitate construction of
INTEROFFICE MEMORANDUM. Such requests to be
made at least 2 weeks in advance to the
Bureau of Traffic Engineering/Office of
City Engineers.

FROM: D. E. Bergstrom
Bureau of Traffic Engineering, 1.
Morrison St. as adequate to facilitate
TO: Bob Dornit vehicles and their schedules
Office of City Engineers

SUBJECT: Storm Sewer, Phase III Construction

Due to the devastating effect on Central Business
District traffic in the vicinity of the construction
project, the following is recommended:

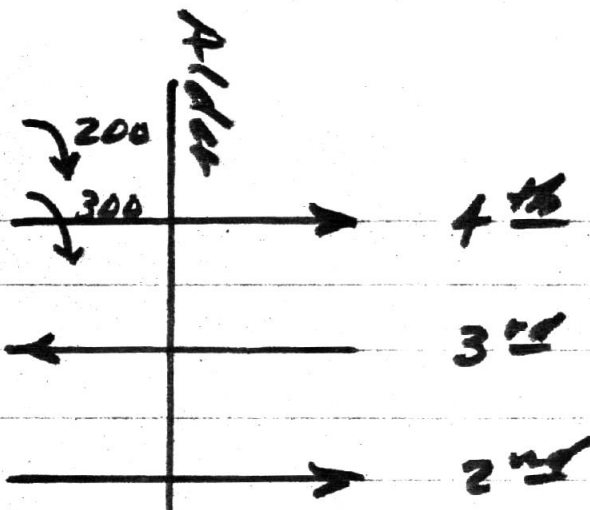
- 1 - No work that occupies traffic lanes
be permitted between the hours of
7:00 A.M. to 6:00 P.M., Monday thru
Friday.
- 2 - Contractor shall maintain at least
two lanes of traffic on S.W. 3rd or
4th Ave. and one lane of traffic on
S.W. Stark, Washington, Alder or
Morrison St. between the hours of
7:00 A.M. to 6:00 P.M. Monday thru
Friday.
- 3 - No more than one eastbound and one
westbound street be involved with
construction at any one time.
- 4 - That noise restrictions be temporarily
lifted to facilitate night time work.

- 5 - That the contractor may obtain full street closures to facilitate construction at night and week ends. Such request to be made at least 8 hours in advance to the Bureau of Traffic Engineering/Office of City Engineers.
- 6 - That traffic flow provisions on S.W. Morrison St. be adequate to facilitate mass transit vehicles and their schedules without re-routing.

TPJ:mc
Office of City Engineers

TPJ:mc

Off PK - 750
 PK - 1050



off PK - 850, (1400) w/ 4th clsd.
 PK - 1370, (2120) " "

Off PK Capacity on Alder 28.5" / 55" N

$$Cap. = (28.5") (65/Hr) (3la) \div 3.2"/Veh = \underline{1736 VPH}$$

Demand 1400 VPH - OK

PK Hh Capacity on Alder 38.5" / 65" N

$$Cap. = (38.5") (55/Hr) (3la) \div 3.2"/Veh = \underline{1985 VPH}$$

Demand 2120 - Too High

S.T.

11-17-80 to 11-24-80 or 11-20-80 to 11-26-80

PAID
11-13-80
Am

11-12 80 to 11-13 80

SECRET

100

11-12-80 TO 11-19-80 (MAIN INLET LEADS)

11-14-80 to 11-21-80

ST.

OAK

PINE

S.W.

25

51

AVE

S.W.

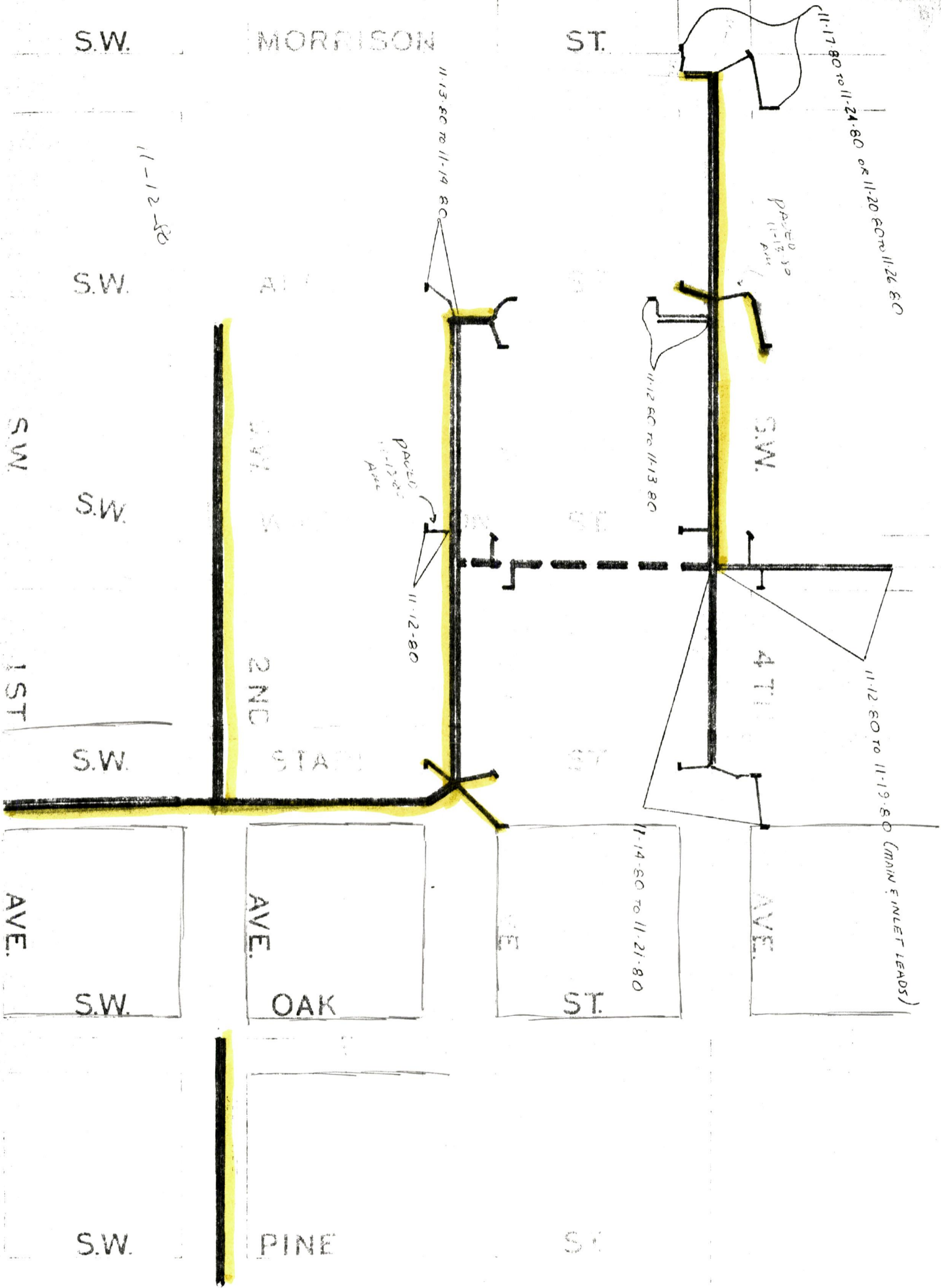
SW

11-12-50

11-13-80 to 11-14 80

11-12-80

PAGE 11
11-13-80
Ave



U.S.
NATIONAL
BANK

LINCOLN
BLDG

PARKING GAR.
PARKING
LOT

POLICE
HEADQUARTERS

CAR
WASH

OAK

ST.

SECURITY BANK LUMBER-
MANS BLDG

HENRY
BLDG
TITLE
&
TRUST
GORDON
BLDG

BD. OF TRANSFER BLOCK
BLDG. BLDG.
PARKING LOT

OUTDOOR
STORE
PARKING
LOT
BOOK STORE

PARKING
LOT

GEO.
LAWRENCE
PARKING
LOT

STARK

ST.

FINANCIAL
BLDG
MEAD
BLDG.

J.K. GILL
CO.
FAR-WEST
FED. SAV.
FAR-WEST
SAVINGS

BUILDERS
EXCHANGE
GRE
BANK
NUDELMAN

PARKING
LOT
CONCORD
BLDG.
PACIFIC
STATIONARY
ELEPHANT
&
CASTLE

GOVERNOR
BLDG.

WASHINGTON

ST.

WILCOX
BLDG.
EXCHANGE
BLDG.
CASCADE
BLDG.
FREDERICK &
NELSON

SWETLAND
BLDG.
SCOTT
BLDG.
PEARSON
BLDG.
YEON
BLDG.
MILLER
HOTEL

DEKUM
BLDG.
PARKING
GARAGE
HAMILTON
BLDG.
LOYALTY
BLDG.

POSTAL
BLDG.
WILLAMETT
BLDG.
PACIFIC
NARRATIVE

PARKING
LOT

ALDER

ST.

MEIER
&
FRANK
CO.

NEWBERRY
CO.
J.C. PENNY'S

PARKING
STRUCTURE

EDUCATION
BLDG.
PARKING
LOT

MONTANA
ASSAY
PARKING
LOT

MORRISON

ST.

PIONEER
POST
OFFICE

CORBETT
BLDG
RUSSELL
BLDG.
GOOD-
MORNING
BLDG.

PARKING
DOWNTOWN LOT
DELI

MOHAWK
GALLERIES

LINDSAY
BLDG.
PARKING
STRUCTURE
WILLAMETTE
BLOCK

RIVERSIDE
WEST

YAMHILL

ST.

PACIFIC BLDG.
GREYHOUND
BUS

FRUIT
MARKET
PARKING
LOT

PARKING LOT

DIRECTORS
FURNITURE
AMER.
BANK

PARKING
LOT

AVE.

AVE.

AVE.

AVE.

AVE.

AVE.

5TH.

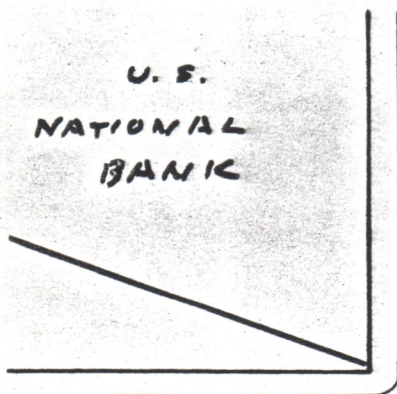
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3RD.

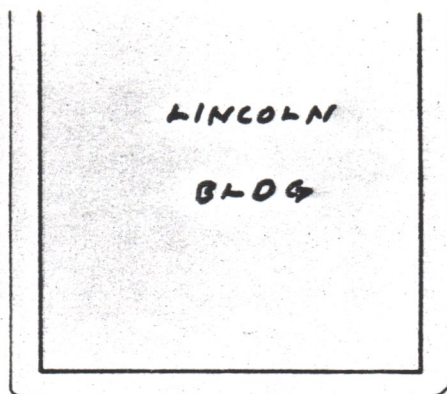
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1ST.

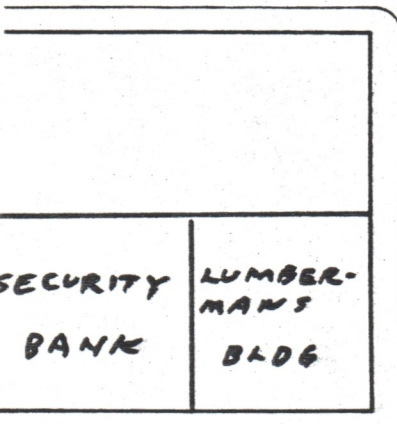
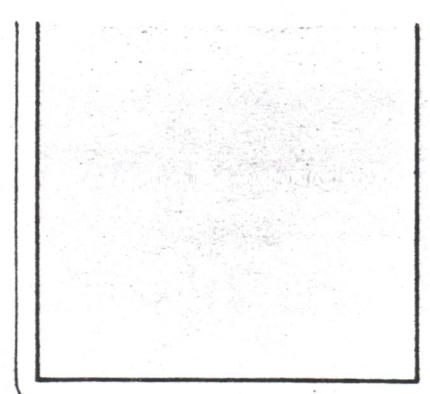
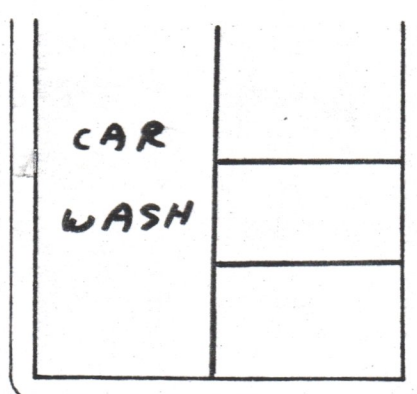
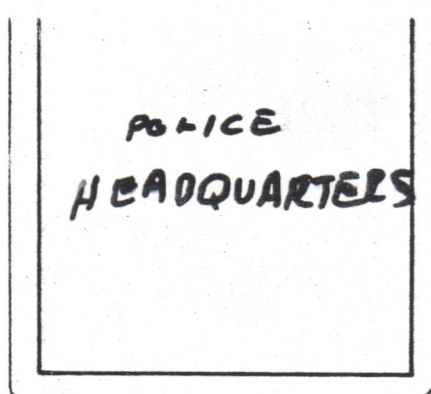
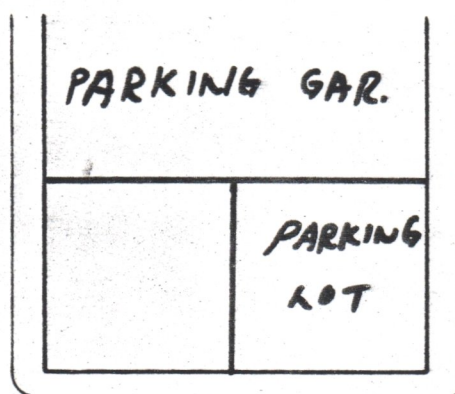
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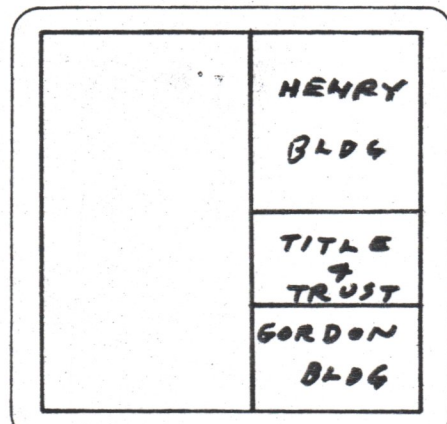
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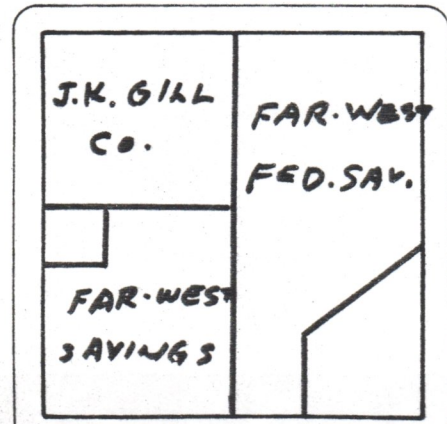
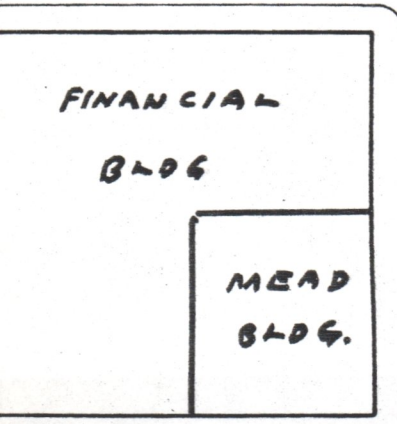
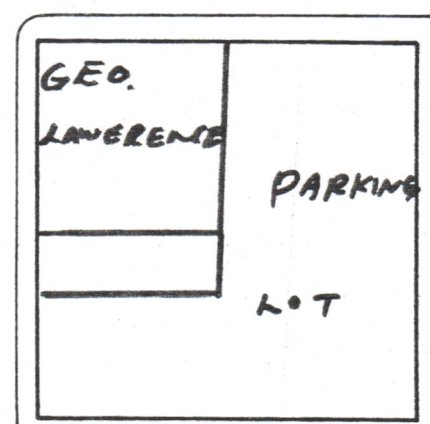
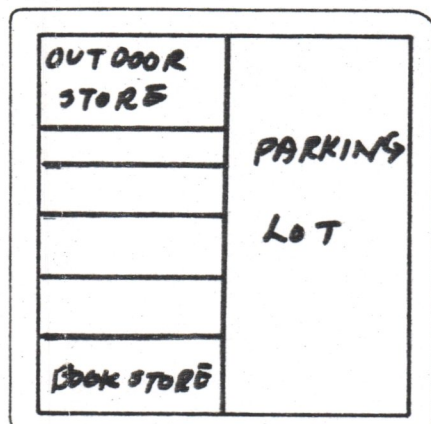
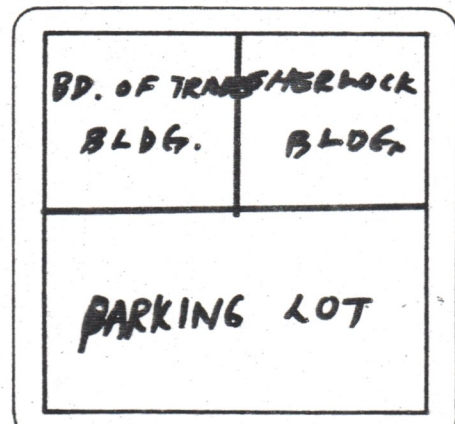
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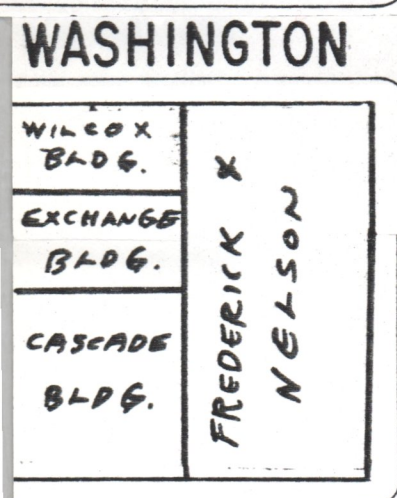
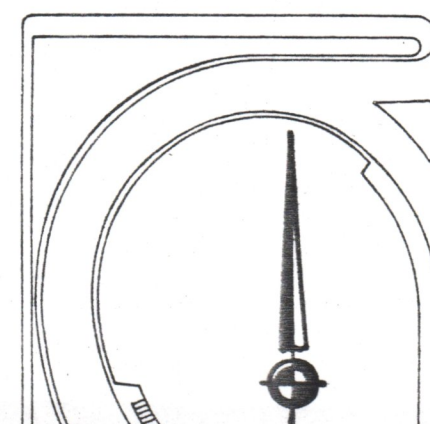
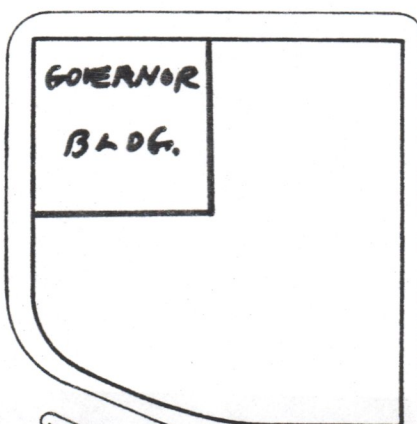
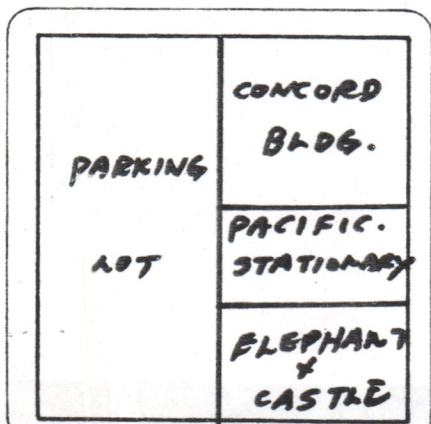
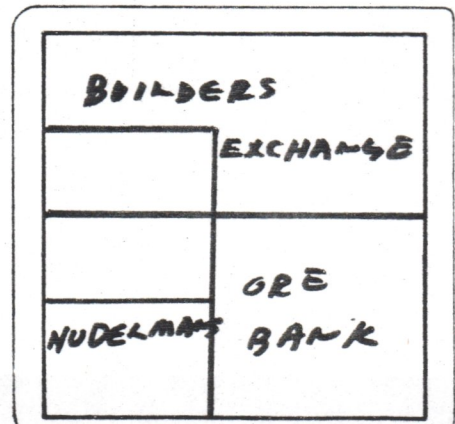
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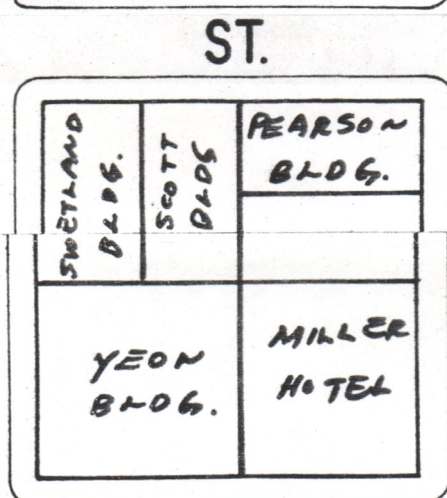
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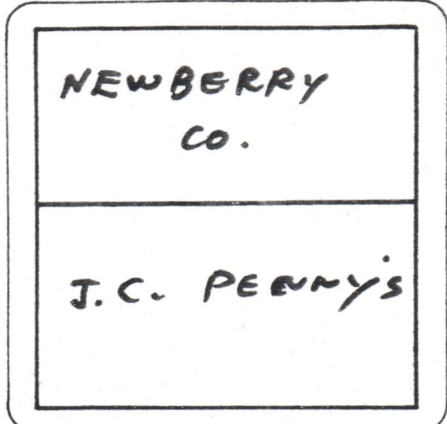
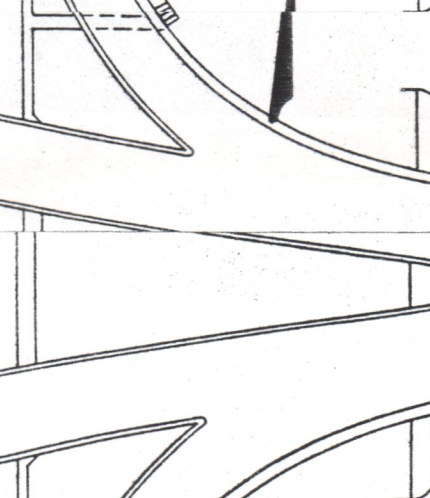
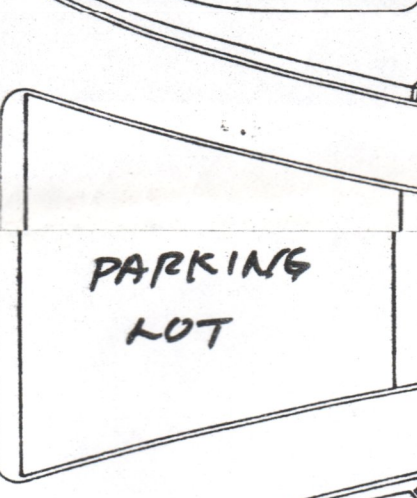
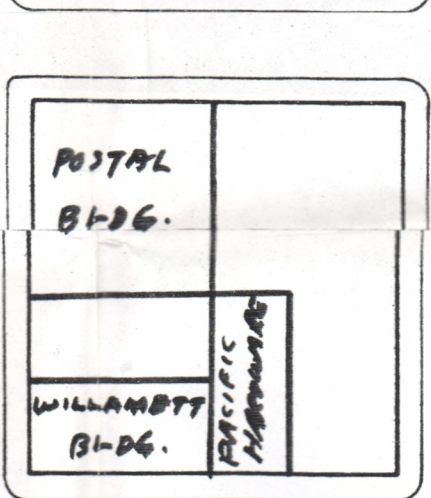
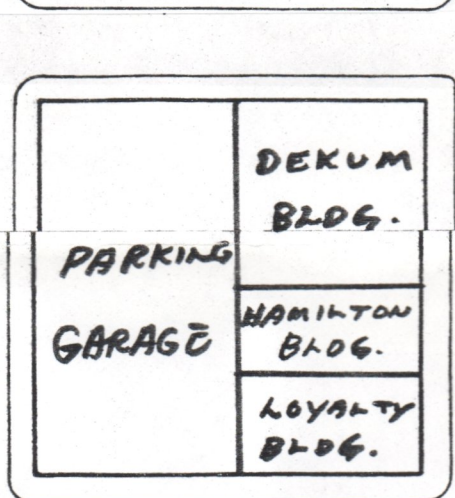
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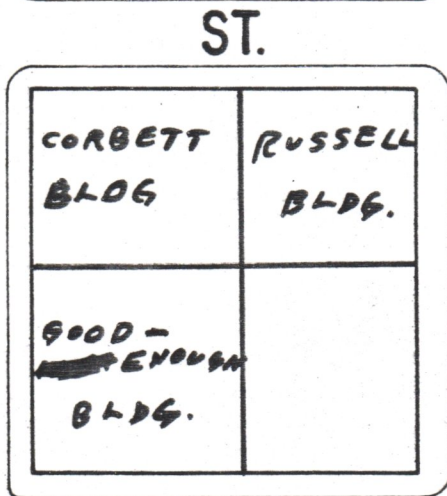
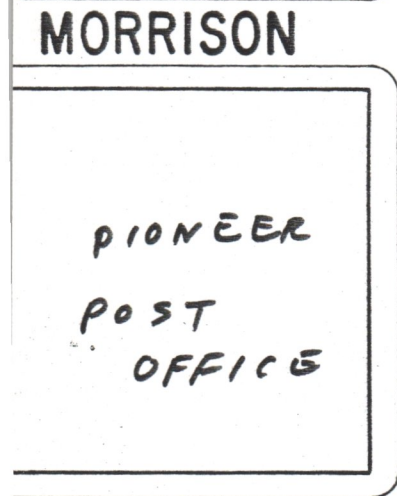
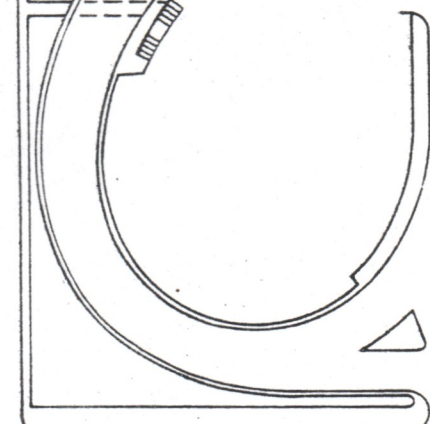
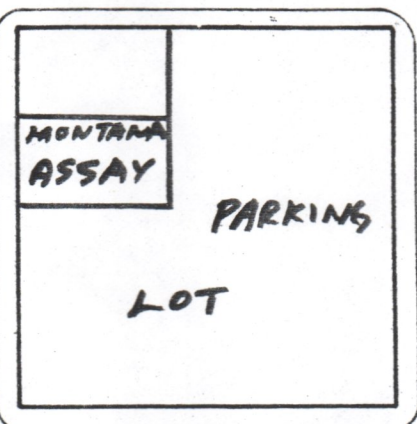
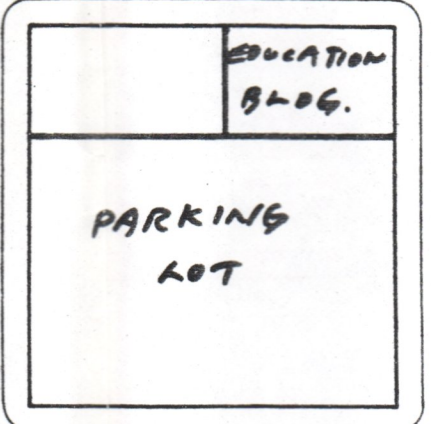
ALDER



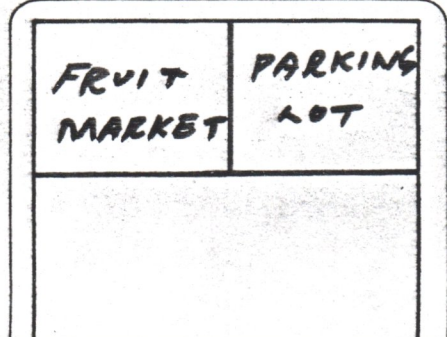
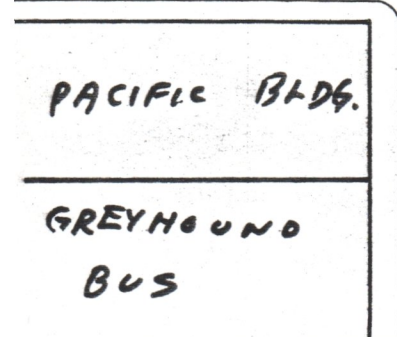
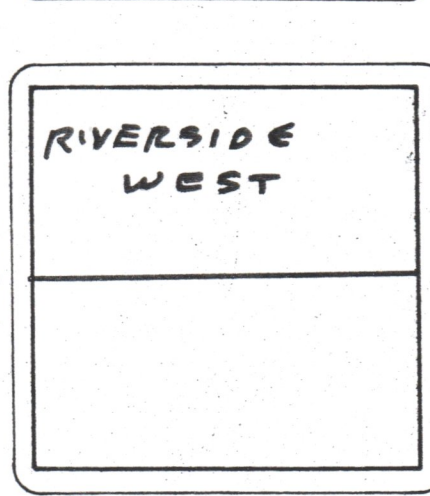
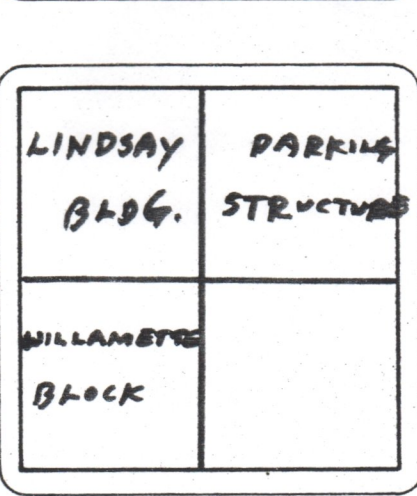
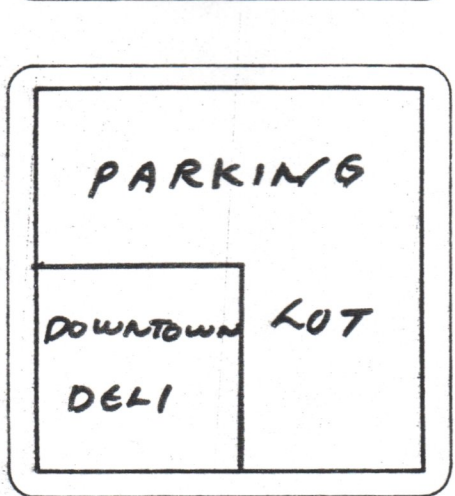
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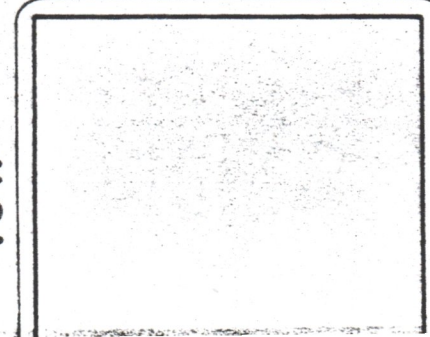
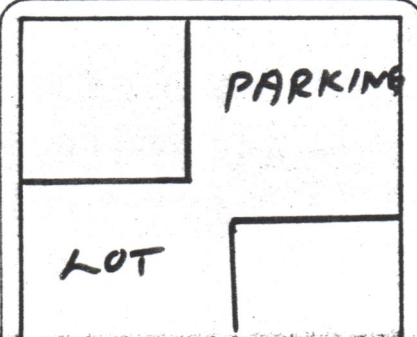
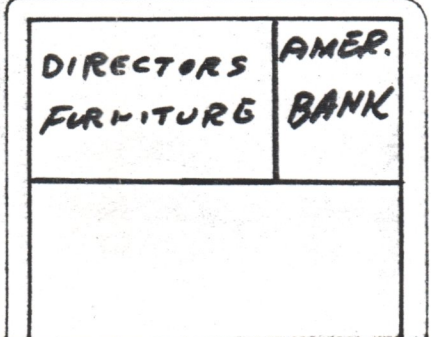
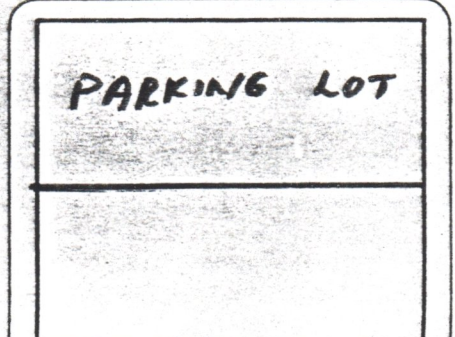
ST.



ST.



ST.



FRONT

February 13, 1981

MEMORANDUM

TO: The Files - DEB

FROM: M. J. Martini, Operations Division

SUBJECT: Traffic Control District Ordinance

As I see it, this proposed ordinance would require the permit section person to make two phone calls instead of one, as is now the case.

At the present time, a call to Traffic is made to get permission for a construction zone hood, street use permit, or a "To Whome it May Concern" letter.

With this new ordinance, after getting our permission, they would call the City Engineer's office to see if there was any conflict with other work going on at same location before issuing the various permits. Or this could be the other way around, call C.E. first and if there was no conflict with the requested area, call us and get approval.

The best estimates from City Engineer's office, their permit section, and from our permit section, is that all these requests would total approximately 700 permits a year, as follows:

Street opening permits = 50 - 100/year

Sidewalk work = 30/year

Driveway construction
or reconstruction = 10/year

Drop Boxes
To Whomies
Street Use Hoods = 12/week

714 - 754

MJM:jjp

included with it an invitation for the judge and his wife to attend the wedding.

After the ceremony began.

Afterward, the couple attended the

expires Dec. 28.

Traffic chaos spurs downtown street plan

By JOHN PAINTER JR.
of The Oregonian staff

Downtown traffic jams such as the recent ones that have angered motorists and hurt businesses soon may be a thing of the past if Portland City Commissioner Mike Lindberg has his way.

Lindberg, who is in charge of public works, said he was "peevish" at the traffic chaos on downtown streets and the proliferation of hooded parking meters.

He is in the process of preparing a plan that would establish traffic control districts in a portion of the downtown area and perhaps in the Hollywood district of Northeast Portland.

Under Lindberg's plan, which still is in its formative stages, a single office in the Public Works Bureau would coordinate all work performed by public utilities, private contractors and city bureaus. Information about scheduled construction would be gathered a year in advance for easier planning and would be charted on a large map.

At present, Lindberg said, seven separate city agencies may issue permits allowing work in public rights of way. The agencies issue the permits without coordinating who gets to do what where.

"As a result," he said, "at (Southwest) Third (Avenue) and Washington (Street) we had sewer construction, changing of traffic signals, building

construction, hooded parking meters, a drop box which closed one lane of traffic and emergency repairs on the water system.

"The emergency repairs couldn't be put off," he continued, "but there's no reason all of those other things should have been going on at the same time."

Lindberg emphasized that he planned to brief other members of the City Council thoroughly before making a formal proposal. He also said he would be seeking comment from the Association of General Contractors, the Downtown Association for Portland Progress, the Downtown Building Managers Association and other organizations.

"I would not want to understate the size and complexity of the problem," he said. "We have to balance a vital, thriving downtown against the construction which keeps Portland growing."

He said his proposed plan likely would take a "hard-nosed approach" toward street closures and hooded parking meters.

"I've had dozens and dozens of complaints from businesses who have said the construction and congestion has hurt them, and they can prove decreases in sales by a quarter to a third," he said.

Lindberg said a draft resolution, prepared by his staff and not yet circulated or revised, would provide a

number of standards for right of way (lane closure work) permits and hooded parking meters.

One standard under serious consideration would require that two or three street lanes remain open during right of way work. The die is not yet cast, however, Lindberg noted.

"Some contractors have said it would be more efficient to let them close streets entirely, saying they could get their work done faster — say in three days with a total closure instead of a month with a partial closure," Lindberg said.

The commissioner said he was not enamored of such a notion but had told his staff to take a look at it anyway.

Downed feeder line darkens NE area

Damage to a Pacific Power & Light Co. feeder line Tuesday night darkened about 900 residences and businesses in the area near Northeast 85th Avenue and Fremont Street.

Leonard Bacon, PP&L Co. spokesman, said the outage occurred about 10:15 p.m. and power was restored to most customers by 10:51 p.m.

Bacon said crews still were determining the exact cause of the outage, but he said a tree apparently had fallen on the feeder line.

Another standard Lindberg said he would like to see was a requirement that sidewalks be kept open during building construction. It has been a widespread practice simply to close off the sidewalks running alongside downtown construction sites.

He said that he also favored stricter guidelines about who gets permits for hooded parking meters. The hoods provide free parking for the holders while depriving motorists of short-term parking. Lindberg said he thought there were too many hooded meters downtown.

"It may be we'll just have to start saying no," he said.

Part and parcel of the traffic-control district concept would be a public information plan that would inform motorists where to expect construction or maintenance-related construction.

Lindberg said it would not make sense to strip the seven agencies that now may issue right of way permits of their authority.

"I want a central coordinating office to make things run more smoothly," he said. "Not just another level of bureaucracy that is an obstacle, but a central office."

He said the proposed downtown district would run from Southwest Front Avenue to Broadway and from West Burnside Street to about Southwest Jefferson Street.

during the off season, off the team. Milton charge sion of personal rights, and h sparked a protest and class black students. Milton and se students left the school as a r controversy.

Ivancie said Davis' job w coordinate economic develo tivities with the developmen sion, the Planning Bureau, C members, and other public a agencies.

Davis has worked for th ment commission for three received his undergraduate sociology and history from

Mosee u hires aid

By KATHIE DURBIN
of The Oregonian staff

Multnomah County Co Dan Mosee, who campaign on a platform of governmen has given himself a retro raise and has hired a new st for the remaining one mo term.

Mosee was defeated in election.

County personnel an Winkley said he received 1 day that Mosee had ordere salary increases for himse assistant Cleo Franklin re Oct. 1.

Mosee earlier declined cost-of-living increase whic pay of the other four cor from \$30,088 to \$32,342 a refusal of that increase gar short news story in The Times. He will receive a \$564 for the last three mo term. It will expire Jan. 2 line Miller, who defeated hi his campaign for re-elect sworn in.

Mosee said the three went without a raise were od to see if anyone else f lead." When none of the ot sioners took voluntary pay

No batteries, no chips, no micros? No want

Dad and the kids were gathered around the Christmas catalog delighting in the array of consumer goods that make up Christmas.

The children, their faces shining, enthusiastically pored over the electronic games.

"Here's the one we want, Daddy," squealed little Ruthie. "The electronic baseball game. It's only \$37.95."

Dad obediently read all about the electronic baseball game and said that it just might be a possibility.

"It's not at all like the baseball game I had when I



Dan Hortsch

himself. "It didn't need batteries because it didn't have

show what base he was on, right?" Ruthie interrupted.

"No, the batter put a little plastic token on the base," Dad said, noting the flicker of recognition when he said "plastic."

"When the batter got a home run, did the scoreboard flash on and off, the way this one in the catalog does?" asked Willie.

"I'm afraid not, kids. In fact, we had to operate the scoreboard ourselves, too. There were dials for the balls and strikes, outs and runs, and we turned them after each pitch or play."

Ruthie and Willie thought about these foreign

PROBLEM:

- FRAGMENTED CONTROL
- NOT ENOUGH COORDINATION
- INDEPENDENT SCHEDULING
- CONSIDERABLE ACTIVITY
 - BUILDING CONSTRUCTION, MAINTENANCE AND REMODELING
 - UTILITY CONSTRUCTION
 - STREET CONSTRUCTION
 - SEWER CONSTRUCTION
 - MAINTENANCE BUREAU ACTIVITIES
 - PARKING RESTRICTIONS
 - EMERGENCY REPAIRS
- TRAFFIC CONGESTION
 - VEHICULAR
 - PEDESTRIAN
- ANNOYANCE AND INCONVENIENCE TO BUSINESS

POTENTIAL ALTERNATIVES:

- ONE PERSON IN CHARGE OF ALL 7 BUREAUS.
- REMOVE PORTIONS OF EACH BUREAU INVOLVED WITH
RIGHT-OF-WAY AUTHORITY AND PLACE UNDER ONE
PERSON.
- ESTABLISH CONTROL DISTRICTS WITH ONE PERSON
IN CHARGE OF COORDINATING CONSTRUCTION AND
MAINTENANCE ACTIVITIES IN THE CONTROL
DISTRICTS.

RECOMMENDED SOLUTION:

- ESTABLISH CONTROL DISTRICTS.
 - BY COUNCIL ACTION
- ONE BUREAU TO SCHEDULE, COORDINATE AND CONTROL WORK IN CONTROL DISTRICT.
 - BUREAU OF STREET & STRUCTURAL ENGINEERING
- CONTROL BY ISSUING PERMITS FOR ALL USE, CONSTRUCTION AND MAINTENANCE IN CONTROL DISTRICT.
- REQUIRE BUREAU OF STREET & STRUCTURAL ENGINEERING APPROVAL OF ALL OTHER BUREAU ACTIVITIES IN CONTROL DISTRICTS.
- TRAFFIC ENGINEERING TO DEVELOP STANDARDS TO FACILITATE TRAFFIC (VEHICULAR AND PEDESTRIAN) MOVEMENT IN CONTROL DISTRICTS.

PROCEDURE:

- OBTAIN YEARLY SCHEDULES OF CONSTRUCTION WORK
FROM ALL BUREAUS AND UTILITY COMPANIES.
- BUREAU OF STREET AND STRUCTURAL ENGINEERING
SCHEDULES ALL WORK IN THE CONTROL DISTRICTS.
- APPLICATIONS FOR PERMIT TO BE CHECKED AGAINST
SCHEDULE.
- SCHEDULED WORK HAS PRIORITY.
- BUREAU OF STREET AND STRUCTURAL ENGINEERING
ISSUES PERMITS FOR CONSTRUCTION WORK IN CONTROL
DISTRICT.
- BUREAU OF POLICE, PARKS AND TRAFFIC ENGINEERING
MUST OBTAIN APPROVAL FROM CITY ENGINEER BEFORE
ISSUING THEIR PERMITS IN CONTROL DISTRICT..

Draft

Feb. 4, 1981

January 28, 1981

Subject: Traffic Standards For Construction or Maintenance
for Special Control District(See map).

These traffic standards shall apply to the special control
district, exclusive of the mall for all construction and
maintenance work conducted during working hours as outlined
in item (3. time).

For Transit Mall work see Mall Regulations.

1. Vehicular Traffic:

Min. No. Unobstructed Traffic
Lanes required during working
hours (see 3. Time)

A. One-Way Streets

1 - lane

*1 - temporary lane

2 - lane

*2 - temporary lanes

3 - lane

**2 - Full lanes

4 - lane

**2 - Full lanes

B. Two-way streets

2 - lanes 1 - transit

*1 - temporary lane

1 -

1 - full transit lane

2 - lanes

1 - temporary ea. dir.

4 - lanes

*2 - temporary lanes
each direction within
150' of intersection

- or 1 - full lane if over
150' from intersection
in each direction.

~~Over 4 lanes~~



- For arterials with more
than 2 lanes in each
direction the number of
required lanes is total
number (-) minus one lane

* - Temporary Lane = Lane of a minimum of ^{12'}~~10'~~ feet wide plus
adequate transition provided by the removal of parking or
other obstructions.

** - Full lane = Existing striped lane

C. All lineal street projects shall not disrupt traffic in more than ~~(3) three~~ ^{(2) two} consecutive blocks, excluding intersections at a time.

D. All work sites shall be returned to normal traffic conditions by plating or backfilling when deemed feasible by agreement of Traffic and inspection ^{ENGINEER} ~~OR~~ during non-working hours.

(See Time)

2. Pedestrian Traffic:

- A. All legal pedestrian crosswalks shall be maintained during any construction or maintenance work. (or an acceptable, alternate crossing area may be established)
- B. Any construction or maintenance work that requires the use of the sidewalk area but less than a full block face shall maintain a clear unobstructed protected minimum 4' wide - 8" high passageway within the sidewalk area.
- C. On construction or maintenance work that must occupy the entire block face, pedestrian traffic may be denied, if a safety problem exists, with a special permit from the City Engineers.
- D. An adequate safe pedestrian area of approximately 8' x 8' measured from curb face shall be ~~maintenance~~ ^{MAINTAINED} on all corners

3. Time/Working Hours:

- A. No construction or maintenance work shall be permitted during the hours of ~~7:00 A.M. - 9:00 A.M. and 3:30 P.M.~~ and 6:00 P.M. on Monday through Friday. ~~(holidays excepted)~~ ^{EXCEPT}
- B. Emergency maintenance that, due to the nature of the emergency (i.e. danger to public safety or potential for property damage), must be undertaken in violation of 3.A. (above) will require notification to the City Engineer, before commencement of actual repairs.
- C. Projects that will exceed 5 days to complete, a traffic control plan must be submitted for review and approval by City Traffic Engineer prior to commencement of work

Denoting proposed channelization AND signing

4. Exceptions

Any project that cannot be accomplished within these restrictions must be submitted as in 3.C.(above) prior to commencement.

January 28, 1981

Re-Type
PES

Subject: Traffic Standards For Construction or Maintenance
for Special Control District (See map).

These traffic standards shall apply to the special control
district, exclusive of the mall for all construction and
maintenance work conducted during working hours as outlined
in item 33. "Time ~~3~~ Working Hours."

For Transit Mall work see Mall Regulations.

1. Vehicular Traffic:

Min. No. Unobstructed Traffic
Lanes required during working
hours (see 3. Time)

A. One-Way Streets

1 - lane	*1 - temporary lane
2 - lane	*2 - temporary lanes
3 - lane	**2 - Full lanes
4 - lane	**2 - Full lanes

B. Two-way streets

2 - lanes 1 - transit	*1 - temporary lane
1 - lane	1 - full transit lane
2 - lanes	1 - temporary ea. dir.
4 - lanes	*2 - temporary lanes each direction within 150' of intersection
Over 4 lanes	- or 1 - full lane if over 150' from intersection in each direction.
OVER 4 Lanes	- For arterials with more than 2 lanes in each direction the number of required lanes is total number (-) minus one lane

* - Temporary Lane = Lane of a minimum of ^{12'}~~10'~~ feet wide plus
adequate transition provided by the removal of parking or
other obstructions.

** - Full lane = Existing striped lane

C. All lineal street projects shall not disrupt traffic in more than (3) three consecutive blocks, excluding intersections at a time.

D. All work sites shall be returned to normal traffic conditions by plating or backfilling ~~when deemed feasible by agreement of Traffic and inspection~~ during non-working hours, *unless prior approval by the Traffic Engineer and inspector is granted.*
(See Time)

2. Pedestrian Traffic:

A. All legal pedestrian crosswalks shall be maintained during any construction or maintenance work (~~or an acceptable, alternate crossing area may be established~~) *unless*

B. Any construction or maintenance work that requires the use of the sidewalk area ~~but~~ *FOR IS* less than a full block face shall maintain a clear unobstructed protected *passageway* ~~passageway~~ within the sidewalk area. *with a* minimum ~~4'~~ *4'* wide ~~and 8'~~ *8'* high,

C. On construction or maintenance work that must occupy the entire block face, pedestrian traffic may be denied, if a safety problem exists, with a special permit from the City Engineers.

D. An adequate safe pedestrian area of ~~approximately~~ *or equivalent* 8' x 8' measured from curb face shall be maintained on all corners

3. Time/Working Hours:

A. No construction or maintenance work shall be permitted during the hours of 7:00 A.M.-9:00 A.M. and 3:30 P.M. and 6:00 P.M. on Monday through Friday ~~(holidays excepted)~~

B. Emergency maintenance that, due to the nature of the emergency (i.e. danger to public safety or potential for property damage), must be undertaken in violation of 3.A.(above) will require notification to the City Engineer, *immediate* ~~before~~ *EXCEPT* commencement of actual repairs.

For all
C. Projects that will exceed 5 days to complete, a traffic control plan must be submitted for review and approval by City Traffic Engineer prior to commencement of work

Outlining proposed channelization, ^{2 days} traffic control and warning signs,

4. Exceptions

Any project that cannot be accomplished within ~~these~~
~~restrictions~~ must be submitted as in 3.C.(above)
prior to commencement.

~~The elements~~ there traffic scenarios
a traffic plan

DEB-Comments?

Also

January 28, 1981

DRAFT

Comments
from Contractors

Return to Spoor

Subject: Traffic Standards For Construction or Maintenance
for Special Control District(See map).

These traffic standards shall apply to the special control district, exclusive of the mall for all construction and maintenance work conducted during working hours as outlined in item (3. time).

For Transit Mall work see Mall Regulations.

1. Vehicular Traffic:

Min. No. Unobstructed Traffic
Lanes required during working
hours (see 3. Time)

A. One-Way Streets

1 - lane

*1 - temporary lane

2 - lane

*2 - temporary lanes

3 - lane

**2 - Full lanes

4 - lane

**2 - Full lanes

B. Two-way streets

2 - lanes 1 - transit

*1 - temporary lane

1 - full transit lane

2 - lanes

1 - temporary ea. dir.

4 - lanes

*2 - temporary lanes
each direction within
150' of intersection

- or 1 - full lane if over
150' from intersection
in each direction.

Over 4 lanes

- For arterials with more
than 2 lanes in each
direction the number of
required lanes is total
number (-)minus one lane

* - Temporary Lane = Lane of a minimum of 10' feet wide plus
adequate transition provided by the removal of parking or
other obstructions.

** - Full lane = Existing striped lane

- 2
- C. All lineal street projects shall not disrupt traffic in more than (3) three consecutive blocks, excluding intersections at a time.
- D. All work sites shall be returned to normal traffic conditions by plating or backfilling when deemed feasible by agreement of Traffic and inspection ~~on~~ OR during non-working hours. Eng.

(See Time)

Fuzz

un/201

2. Pedestrian Traffic:

- A. All legal pedestrian crosswalks shall be maintained during any construction or maintenance work (or an acceptable, alternate crossing area ~~may~~ be established) 15
- B. Any construction or maintenance work that requires the use of the sidewalk area ~~but~~ less than a full block face shall maintain a clear unobstructed protected minimum 4' wide - 8" high passageway within the sidewalk area.
- C. On construction or maintenance work that must occupy the entire block face, pedestrian traffic may be denied, if a safety problem exists, with a special permit from the City Engineers. Alter rule 64 ft²
- D. An adequate safe pedestrian area of approximately 8' x 8' measured from curb face shall be maintenance on all corners 8' square feet

3. Time/Working Hours:

- A. No construction or maintenance work shall be permitted during the hours of 7:00 A.M.-9:00 A.M. and 3:30 P.M. and 6:00 P.M. on Monday through Friday. (holidays ~~excepted~~) except
- B. Emergency maintenance that, due to the nature of the emergency (i.e. danger to public safety or potential for property damage), must be undertaken in violation of 3.A.(above) will require notification to the City Engineer, before commencement of actual repairs. immediate
- C. Projects that will exceed 5 days to complete, A traffic control plan must be submitted for review and approval by City Traffic Engineer prior to commencement ~~for~~ of work for all days Time

describe elements
Signs Parking
etc Some
place

4. Exceptions

Any project that cannot be accomplished within these restrictions must be submitted as in 3.C.(above) prior to commencement.

Fuzzy what do you
mean?

MECHANICAL
PLUMBING
HEATING
VENTILATING



UTILITIES
SEWER SYSTEMS
WATER SYSTEMS

LORD BROS. CONTRACTORS, INC.

P. O. BOX 17197
437 N. COLUMBIA BLVD.
PORTLAND, OREGON 97217
285-4591

January 26, 1981

SPEER

Mr. Dick Johnson
Department of Public Works
City of Portland
621 S. W. Alder
Portland, Oregon 97205

Subject: Proposed Traffic Control Ordinance

Dear Mr. Johnson,

We're pleased to comment on your proposed traffic control ordinance during the drafting stage. It is very apparent during our Central Business Sewer Project that some overall coordination of traffic disruption will benefit contractors, building owners, business people and traffic. The inundation of our work area by traffic detoured from other street obstructions has been costly, has posed safety problems and delayed progress.

In the development of your permit system, we caution against an attempt at rigid scheduling which does not take into consideration the unknowns of underground work. Our best efforts to schedule the current work downtown have been repeatedly proven to be optimistic and required modification, some times daily.

Some general item for consideration:

objections to night work

Night Work - The non-availability of services during a night shift such as ready mix concrete, hot asphalt, utility emergency crews, bureau engineers, private utility engineers, dump site access, equipment maintenance services etc, etc, makes this option objectionable to us. A requirement to backfill and patch at the end of each shift would be impossible for large manhole construction at intersections. On deep ditch work we have spent several shifts just getting down to pipe grade. Plating of wide ditches at night is not always safe or practical.

DD

Mr. Dick Johnson
January 26, 1981
Page 2.

Precast Manholes - Some of our most disruptive traffic problems were caused by manhole construction in intersections. Use of a precast vault in lieu of build in place could shorten the time an intersection is open.

Tunnel - More use of tunneling at least from intersection manholes to the far side of crosswalks could eliminate some traffic flow problems. This advantage is offset by unknown interference and extra cost.

Eliminate Traffic Altogether - On projects as disruptive as the Central Business Sewer Separation, I feel all affected parties would be better served by detouring traffic altogether around the construction site. This is hard to sell politically but overall the whole downtown area would benefit by allowing major construction to be completed as expeditiously as possible. I see no reason for an adversary position between downtown businesses and the process of installing new or improved utility services. The construction downtown which is disruptive to business and traffic is only required to keep the downtown in business. An education program could eliminate a lot of complaints from building owners and business.

Specific Comments on Draft - Paragraph 17.25.050 establishes the "Bureau or private party" should acquire the permit. In practice we find these agencies will pass this over as a responsibility of the contractor. Serious effort to develop specific traffic control permit requirements (and scheduling) prior to a project bid preparation should be made. If your program is going to have any teeth in it you will be doing a lot of the project scheduling and thus will have a direct affect on project costs. These affects should be apparent at bid time. Likewise permit costs, paragraph 17.25.060 should be available prior to bid preparation if they are to be picked up by the contractor.

In closing I'd like to mention that during our Central Business District project we feel we've had very cooperative assistance from the traffic and public works bureaus. It has been a frustrating time for all and perhaps lessons learned can be used to advantage.

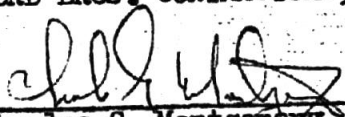
Complete
closures to
lessen time

Mr. Dick Johnson
January 26, 1981
Page 3.

The continual monitoring, revising of schedules, acceptance of and replying to complaints all seemed to be handled by the city in a very responsible manner. Somebody down there has been trying very hard and it shows.

Very truly yours,

LORD BROS. CONTRACTORS, INC.


Charles G. Montgomery
Vice President

CGM/c



January 16, 1981

Mr. Richard Johnson
Supervisor of Right-of-Way Management
City of Portland
621 S.W. Alder Street
Portland, Oregon 97205

Dear Mr. Johnson:

The proposed ordinance adding a new Chapter, 17.25, "Special Traffic Control Districts," to the City Code has been received and reviewed by our staff. We fully appreciate the need to emphasize the coordination of construction activities in the downtown area such that the resultant impact on the business activities of the area is minimized.

Normal Portland General Electric Company work activities in the control district consist of what can be referred to as construction work and electrical work. Construction work involves the building of subsurface structures, such as vaults and duct systems, usually within the street or sidewalk area. Electrical type work is the installation, operation, and maintenance of the equipment common to an underground electrical system such as transformers, cables, etc.

Compliance with the proposed ordinance with respect to construction work in this area should not result in operating problems for PGE. Our normal planning and operating procedures should readily permit the level of coordination with the City Engineer's Office which is intended.

Street area impact resulting from work involving maintenance and operation of the electrical system in the control district usually is limited to the opening of access holes to the underground structures containing PGE facilities. In most cases these access holes are not located in the traffic lanes of the street, but rather in parking lanes or sidewalk areas. We feel the disruption to traffic flow and business activities described in section one of the proposed ordinance would not occur to any serious degree in the large majority of our non-construction work activities. Also, we feel there is nothing in the language of this proposal intended to limit or restrict our access to these facilities unless serious disruptive effects will result.

The nature of the underground network system providing electrical service to downtown Portland is complex and many of the routine operating procedures common to the system, such as switching and testing, require operating personnel to have access to many different locations over a short period of time. We feel it would be impractical to try to coordinate these

Mr. Richard Johnson
Supervisor of Right-of-Way Management
City of Portland
January 16, 1981
Page 2

types of activities among the various utilities because of difficulties in scheduling exact times at particular locations, and the relatively short duration which access would be required at each.

Naturally, we tend to oppose any restrictions placed upon our ability to provide and maintain highly reliable electrical service to the downtown Portland area. The consequences of electrical service interruption would likely be a great deal more costly and disruptive to businesses in the area than has been experienced as a result of our routine work. Therefore, we recommend that the proposed ordinance, if adopted, be interpreted to require coordination with, and authorization from the City Engineer's Office in instances of construction work or access to electrical facilities only where traffic lanes will be blocked.

Very truly yours,

David E. Bouchard
David E. Bouchard
Superintendent
Underground Engineering & Construction

DEB:nef

MEMO

CITY OF PORTLAND, OREGON
BUREAU OF STREET &
STRUCTURAL ENGINEERING



DATE 13 Jan 81

TO Dick Johnson

OF _____

FROM Lloyd Miller

OF _____

☐ Note & Return
☐ Note & File
☐ Prepare Reply
☐ Prepare Report
☐ See Me
☐ Comment
☐ Initial & Forward
as noted

Forward to

Initial & Date

SUBJECT Traffic Control districts

MESSAGE Enclosed are a couple of comments/
questions on two pages of the proposed ord.

The word "permit" in some places should be
changed to permission.

17.25.020, (1). Street area should include area
from property line to property line.

Utilities installing services within the sidewalk
area normally use at least the curb lane
and sometimes the first traffic lane during the
installation. This area of work isn't covered
in the ord. as written. (I don't think)

17.25.020 Definitions. As used in this chapter, the following terms shall have the following definitions:

- (1) "Street area" shall mean the entire width between curbs.
- (2) "Curb" shall mean the stone or concrete edging along a street.
- (3) "City Engineer" shall mean the duly appointed City Engineer, or any lawfully appointed subordinate of the City Engineer, acting under his orders.

17.25.030 Designated Boundaries. The following described special traffic control district designated as "District A" will mean and include the following streets in the City:

District A: Beginning with the intersection of the north line of W Burnside Street with the west line of NW 13th Avenue, running thence easterly, along said north line of W Burnside Street to its intersection with the east line of SW Front Avenue; thence southerly along the east line of SW Front Avenue to its intersection with the south line of SW Market Street; thence westerly along the south line of SW Market Street to its intersection with the west line of SW 13th Avenue; thence northerly along the west line of SW 13th Avenue to the place of beginning.

17.25.040 Special Jurisdiction. Within the special traffic control district, the City Engineer shall have authority to issue permits to allow construction and maintenance within the street area, including the authority to secure information from and coordinate the activities of all City bureaus and private parties.

17.25.050 Permits Required.

(a) Any City bureau or private party desiring to do work in the street area must first obtain a permit as prescribed in this chapter, and pay the permit fees set forth in Section 17.25.060.

(b) It is unlawful for any person to do any work or perform any act as set forth in this title without first obtaining a permit therefor. It is unlawful for any person to break up, dig up, cut, excavate or fill in any street or to construct any sidewalk, curb, gutter or do any work in or upon any street or in any way tamper with hard surface pavements without first obtaining a permit therefor and paying the fee prescribed in Section 17.25.060. The permit shall be obtained from the City Engineer.

17.25.060 Fees. The City Engineer may establish street permit fees as prescribed in Chapter 5.48 and if a larger fee is required elsewhere in this title for any class of permit, the larger fee shall apply.

Start Date ?
17.25.070 Application for Permit. All City bureaus or private parties shall make an application to the City Engineer for a permit. The application for permit hereunder shall contain such information as the City Engineer may designate, and shall specify the nature of the proposed improvement, the name of the street or streets to be improved or in which the improvement is to be located, and the completion date therefor.

17.25.080 Traffic Standards. Traffic Standards shall be the standards as adopted and on file in the Bureau of Traffic Engineering.

b. Section 16.20.260 is amended to read as follows:

16.10.260 Authorization for Construction Zone Permit.

(a) The Bureau of Traffic Engineering is hereby authorized to issue a permit for construction zone hoods, to be used on parking meters, or construction zone signs to be used in lieu of parking meters or other parking restrictions as an aid to carrying on actual construction or maintenance work.

(b) If a construction zone permit is to be issued for work within the special traffic control districts outlined in 17.25.030, the prior approval of the City Engineer must be obtained before issuing the construction zone permit.

c. Section 16.40.010 is amended to read as follows:

16.40.010 Permit Required for Parade - Conditions for Granting.

(a) No parade for any purpose whatsoever shall be allowed upon any street or public way in the City until a permit therefor has been obtained from the Commissioner in charge of the Bureau of Police or the Council. Application to conduct a parade shall be made in writing in the first instance to the Commissioner in charge of the Bureau of Police by the person or persons to be in charge or control thereof, or responsible therefor, and such application shall set forth the route along which the parade is to proceed, the time of starting, the name or names of the persons, corporation, or society in control thereof, or responsible therefor, and the purpose of such parade. Upon application being made, the Commissioner shall investigate the applicants regarding the purpose or object of such parade. If the Commissioner shall find that the parade is not to be held for any unlawful purpose and will not in any manner threaten to incite a breach of the peace or unnecessarily interfere with the public use of the streets and ways of the



CITY OF
PORTLAND, OREGON
BUREAU OF BUILDINGS

Mildred A. Schwab, Commissioner
James E. Griffith, Director
1220 S.W. 5th Avenue
Portland, Oregon 97204
(503) 248-4241

January 13, 1981

TO: Dick Johnson
Division Engineer
Right-Of-Way Management
Streets and Structures

FROM: David J. Beckman
Bureau of Buildings

RE: Proposed Special Traffic Control Districts

Dick, I have reviewed the proposed special traffic control ordinance and I have made two changes to the draft which reflects the changes that Commissioner Schwab felt were necessary in order for her to be supportive of the proposal.

Her basic concern evolved around whether the ordinance would unduly place restraints on private construction projects.

In order to respond to these concerns, I have provided two options; option #1 is found on pp 3 (the one I think the commissioner would prefer) and option #2 on pp 6.

Let me know what you think.

Yours truly,

DAVID J. BECKMAN
INSPECTIONS MANAGER

DJB:jd
Attch.

17.25.020 Definitions. As used in this chapter, the following terms shall have the following definitions:

- (1) "Street area" shall mean the entire width between curbs.
- (2) "Curb" shall mean the stone or concrete edging along a street.
- (3) "City Engineer" shall mean the duly appointed City Engineer, or any lawfully appointed subordinate of the City Engineer, acting under his orders.

17.25.030 Designated Boundaries. The following described special traffic control districts designated as "District A," "District B," and "District C" mean and include the following streets in the City:

*WESTERLY
LINE SHOULD BE
S. W. 13TH*

District A: Beginning with the intersection of the north line of W Burnside Street with the west line of NW Broadway Avenue, running thence easterly, along said north line of W Burnside Street to its intersection with the east line of SW Front Avenue; thence southerly along the east line of SW Front Avenue to its intersection with the south line of SW Market Street; thence westerly along the south line of SW Market Street to its intersection with the west line of SW Broadway Avenue; thence northerly along the west line of SW Broadway Avenue to the place of beginning.

District B: Beginning with the intersection of the north line of NE Broadway Street with the west line of Oregon State Highway 99W, running thence easterly, along said north line of NE Broadway Street to its intersection with the east line of NE 16th Avenue; thence southerly along the east line of NE 16th Avenue to its intersection with the south line of NE Lloyd Boulevard; thence southwesterly along the south line of NE Lloyd Boulevard to its intersection with the east line of NE 12th Avenue; thence southerly along the east line of NE 12th Avenue to its intersection with the south line of E Burnside; thence westerly along the south line of E Burnside to its intersection with the west line of NE Union Avenue; thence northerly along the west line of NE Union Avenue to its intersection with the south line of NE Oregon Street; thence westerly along the south line of NE Oregon Street to its intersection with the west line of Oregon State Highway 99W; thence northwesterly along the west line of Oregon State Highway 99W to the place of beginning.

District C: Beginning with the intersection of the north line of NE Tillamook Street with the west line of NE 37th Avenue, running thence easterly, along said north line of NE Tillamook Street to its intersection with the south line of NE Sandy Boulevard; thence southwesterly along the south line of NE Sandy Boulevard to its intersection with the west line of NE 37th Avenue; thence northerly along the west line of NE 37th Avenue to the place of beginning.

17.25.040 Special Jurisdiction. Within the special traffic control district, the City Engineer shall have control over all construction and maintenance within the street area, including the authority to secure information from and coordinate the activities of all City bureaus and private parties ~~and~~

17.25.050 Permits Required.

a) Any City bureau or private party desiring to do work in the street area must first obtain a permit as prescribed in this chapter, and pay the permit fees set forth in Section 17.25.060.

b) It is unlawful for any person to do any work or perform any act as set forth in this title without first obtaining a permit therefor. It is unlawful for any person to break up, dig up, cut, excavate or fill in any street or to construct any sidewalk, curb, gutter or do any work in or upon any street or in any way tamper with hard surface pavements without first obtaining a permit therefor and paying the fee prescribed in Section 17.25.060. The permit shall be obtained from the City Engineer.

(a)
17.25.060 Fees. The City Engineer may establish street permit fees as prescribed in Chapter 5.48 and if a larger fee is required elsewhere in this title for any class of permit, the larger fee shall apply.

SEE

ADDENDUM

PAGE # 3 (OPTION #1)

(C) WHERE CONFLICT OCCURS
IN THE ISSUANCE OF PERMITS,
BETWEEN PUBLIC AGENCIES,
& PRIVATE PERSONS, PRIORITY
SHALL BE GIVEN TO
PRIVATE PROJECTS.

h. Section 24.44.020 is amended to read as follows:

24.44.020 Street Use. Building permittee may have use of street area. A person undertaking work covered by a building permit, on proof of necessity may be entitled to a permit for the use of the street, sidewalk and/or roadway, subject to the approval of the Traffic Engineer and the regulations of this chapter. The fee for such permit to cover cost of issuance of the permit, inspection, and policing, shall be six cents per square foot per week. For any case, the minimum fee shall be ten dollars. A street permit shall be issued for a period of not less than one week and not exceeding ninety days, at the end of which time the permit may be extended for another period or periods, not exceeding thirty days or more if in the judgement of the Bureau of Buildings such extension is warranted by existing conditions. The use of the street by persons holding a permit and/or the fencing off of street space shall not be continued longer than is necessary. If the permit for use of the street is within the Special Traffic Control Districts outlined in 17.25.030, the prior approval of the City Engineer must be obtained if the street use extends beyond the curb line.

When work not requiring a building permit is undertaken for maintenance of buildings or structures in the congested areas where parking meters are located, the person undertaking such work shall not close off any portion of the sidewalk, or roadway areas without first obtaining, subject to the approval of the Traffic Engineer, a street use permit for the same; the fee and time limit for such permit shall be as specified above. If the street use permit is within the special Traffic Control Districts outlined in 17.25.030, the prior approval of the City Engineer must be obtained if the street use extends beyond the curb line.

SHOULD BE
4 FEET

While work is in progress, a roped-off passageway not less than ~~six~~ feet in width shall be maintained for pedestrians, which passageway shall in no part be closer, measured horizontally, than six feet from any scaffold, ladder, machinery, or equipment. Such passageway shall be entirely contained within the existing sidewalk area.

OPTION #2) IN ORDER TO INSURE FOR COORDINATION OF CONSTRUCTION ACTIVITY WITH-IN THE STREET AREA & TO PROVIDE THAT THE PRIVATE & PUBLIC NEEDS ARE MET, THE BUREAU OF BUILDINGS MAY REQUIRE THAT PRE-CONSTRUCTION CONFERENCES BE HELD WITH THE PERMIT APPLICANT & THE APPROPRIATE BUREAUS.



Pacific Northwest Bell

January 20, 1981

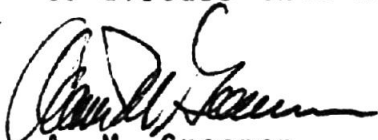
Mr. Richard Johnson
Supervisor - Right Of Way Division
621 S.W. Alder Room 512
Portland, OR 97205

Dear Sir,

We have reviewed the proposed ordinance for establishing a special traffic control district and have the following comments:

1. The ordinance does not cover work operations which require access to existing vaults. In our discussion these work operations will be controlled under this ordinance. We request that this situation be specifically addressed in this ordinance. We suggest the inclusion of procedures which would require "consent" of the Bureau Of Street and Structural Engineering to conduct such work operations. This procedure would cover all situations which would not require a "permit" as specified under current ordinances.
2. We would also like to raise a question concerning the joint use of a Building Construction Permit. It is not clear to us what coordination is necessary in situations where telephone crews would need to enter existing vaults which may be located within an established building construction zone.
3. Permit procedures for access to the Mass Transit Mall are unclear. We request that a specific procedure be established concerning which city or transit agencies need to be contacted for such situations.
4. We request that the traffic standards include provision for negotiating variations of work hours for special work conditions which do not fall in the emergency classification.

In my discussion of the proposed ordinance with other telephone personnel we feel that the general conditions set forth are satisfactory and we will make every effort to work toward the successful implementation of this ordinance. Should you wish to discuss this matter further please contact me on 238-3142.


A. M. Greenen
Engineer

cc: G. R. Davenport
L. L. Chandler
R. J. Casey
H. M. Morris

D. B. Dolan
M . Aicher
A . Hatlelid



CITY OF

PORTLAND, OREGON

DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Bureau of Maintenance
2929 N. Kerby Ave.
Portland, Oregon 97227

January 14, 1981

TO: Dick Johnson, Division Engineer
FROM: Al Woods, Operations Manager
SUBJECT: Downtown Construction Zone Restrictions

As I expressed in our December 17 meeting on the above subject, I think work requiring one-half to three hours to complete should be excluded from the permit requirement.

I see no problems in scheduling our major projects, such as resurfacing, base preparation, and major traffic maintenance activities.

I am concerned about how you will set priority as to who will get what time frame; as you know, some of our work can only be performed during dry weather.

I do wonder if this Ordinance will force the Bureau to use more overtime in order to avoid conflict with other private contractors. However, if you will exempt the emergency work, and short routine work of 3 hours or less, I see no real problems.

Please let me know if you need additional information:
248-5507.

AW:sf
cc: R. O. Schmidt

W. R. GAMBLE ENGINEERING CONSTRUCTION ENGINEERS & CONSULTANTS

0324 S.W. Abernethy St. Portland, OR 97201
(503) 242-3841

January 9, 1980

Memo to: Dick Johnson

Concerning: Special Traffic Control Districts

The following are some comments arising from review of the Ordinance and the Traffic Standard:

Ordinance-

1. Section #1. should include "maintenance."
2. Section 17.25.030 Should not "Old Town" be included, in that major redevelopment is pending ? (extend district to Glisan & Broadway)
3. Section 17.25.050 (b) should not this language also address non-destructive occupation of R/W ? (even though included in 16.20.260(b))
4. Section 17.25.070 could a completion time factor for the permitting procedure be included ? i.e. " If application is found to be complete & the fee paid, City Engineer will issue permit within _____ days wherever possible."
5. What is the range of fees? And, again, is this in fact an additional permit? I believe you said not.

Traffic Standard-

1. As discussed, Section #1 is somewhat unclear. Would the one-way 3 lane criteria have prevented the " 4th Ave. Problem" by requiring 2 normal lanes? Could major street, sewer, or water construction be accomplished on say Yamhill, a one-way 2 lane street, and still provide 2 temporary lanes? During Nordstrom's construction traffic moved pretty well using one lane and still allowed parking on the south side ! Maybe this schedule is too arbitrary ?
2. Section #1, Par. C. is this realistic ?
3. Section #2, Par. A. this would obviously not apply at locations where building permittee is allowed to close sidewalks entirely, i.e. Par. C.
4. Does Section #2 Par. B. conflict with the Ordinance, Part g, Section 24.44.020, 4 foot Ped. way vs. 6 foot Ped. way ?
5. Section #3. Par. B. "these requirements" might better be, "Part A requirements".
6. Section #3. Par. C. As discussed new language has been drafted. "Greater than 5 day duration shall necessitate a special traffic control plan" , or something similar.

Comments-

As noted in our discussion Safety and Traffic Control procedures must be stressed. This step alone might remedy many of the snarls!

We have solicited responses from a number of interested individuals and intend to report those to you as soon as they come in. Some may contact you directly.



January 13, 1981

DEPARTMENT OF
PUBLIC WORKS
CONNIE McCREADY
COMMISSIONER

BUREAU OF
MAINTENANCE

2835 N. KERBY AVE.
PORTLAND, OR. 97227

TO: Dick Johnson
Division Engineer

FROM: Bill Masler *Bill Masler*
Operations Manager

SUBJECT: "Designated Area" Construction Restrictions

As discussed in the December 17th meeting on advance notification of scheduled maintenance work, I see very little problem. As I said at that time, I would like to see routine work of short duration (3 to 4 hours) be excluded from the requirement to fit a set schedule.

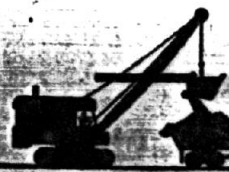
Centralized scheduling of street openings which obstruct auto traffic both for public and private work will not impose any undue hardship on this Bureau. However, I don't see any need for City bureaus to apply for a permit as prescribed in the draft Ordinance, as it only serves as a means of coordinating the scheduled work to avoid conflict with others. The draft on Traffic Control is an unrealistic dream, therefore, I don't think it should be part of the Ordinance but issued as a guideline, with final decision by the City Engineer.

Emergency work, as we discussed, would be responded to immediately and notice to your office would follow.

If I can further assist in relieving your stress, please call me at 5508.

BM:bw

cc: Dick Schmidt, Bureau Chief



SALEM SAND and GRAVEL COMPANY

1375 FRONT STREET, N.E. . P.O. BOX 1008, SALEM, OREGON 97308 . PHONE (503) 399-0711

January 16, 1981

City of Portland
Bureau of Street and Structural Engineering
621 S. W. Alder Street, Room 510
Portland, Oregon 97205

Attention: Mr. Richard E. Johnson

Re: Construction work in downtown Portland

Dick:

We have the following comments regarding this pending new ordinance for construction in downtown Portland:

- 1) We recommend designating a city employee to issue and schedule permits for construction in this area.
- 2) The obtaining of this permit should be the responsibility of the appropriate agency and not the responsibility of the contractor.
- 3) The requirement that traffic can be disrupted in only one block at a time should be considered on an individual basis. On small projects, this is reasonable but on large projects (similar to our recently completed sewer project) a three block limit is more reasonable.
- 4) On large projects (\$500,000.00 + and 10 blocks + in length) consideration should be given to allow the contractor to work at night and entirely shut the street down. Traffic would be allowed on the street during daylight hours.

Thank you for your time and consideration.

Very truly yours,

SALEM SAND AND GRAVEL COMPANY

Ray E. Cox, P. E.

REC/nml

THE CITY OF
PORTLAND



OREGON

DEPARTMENT OF
PUBLIC WORKS

MIKE LINDBERG
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

621 S.W. ALDER
PORTLAND, OR 97205

January 20, 1981

MEMORANDUM

TO: Dick Johnson, Bureau of Street & Structural Engr.
FROM: ²⁶⁵ R. G. Sunnarborg, Bureau of Sanitary Engineering
SUBJECT: Proposed Ordinance for "Special Traffic Control
Districts"

We have reviewed the proposed ordinance and offer the following comments:

1. Section 17.25.080 1.A and 1B. "Vehicular Traffic".
This provision cannot be met during most sewer construction or repair projects involving deep excavations. It would be particularly difficult in narrow streets such as SW Park Avenue and most east-west streets in the C.B.D.
2. Section 17.25.080 1.C.
The provision is too restrictive and could greatly increase the total time to complete sewer construction projects. This would probably result in increased disruption to traffic flow and business activities.
3. Section 17.25.080 2.A and 2.B, "Pedestrian Traffic".
The provision is too restrictive for most new sewer construction and sewer repair work. In many cases it is impossible to maintain all legal crosswalks or corners during sewer construction projects.

Give me a call on extension 4605 when you have time to discuss this matter.

RGS:es

cc: J.P. Niehuser w/attachment



CITY OF
PORTLAND, OREGON
BUREAU OF BUILDINGS

Mildred A. Schwab, Commissioner
James E. Griffith, Director
1220 S.W. 5th Avenue
Portland, Oregon 97204
(503) 248-4241

MEMORANDUM

DATE: January 26, 1981
TO: Dick Johnson, Public Works
FROM: ~~PA~~ Paul Herman, Noise, Bureau of Buildings
SUBJECT: Traffic Standards/Control Districts

Thank you for the opportunity to comment. I am concerned about item 3.B., "Any construction or maintenance work that cannot meet these requirements shall be done weekdays 7:00 PM to 7:00 AM or weekends."

I appreciate the necessity of occasional work at these hours, and would like to make the contractor aware of the need for special quieting when in earshot of downtown residential use dwellings. This requires one prior review of an application for variance from the requirements of Title 18.

Unfortunately, the City Engineer cannot, by law, issue such variances, but can coordinate both the variance and any required special quieting procedures with the noise office. I think this can be accomplished without change to the ordinance by the inclusion of the following to the Traffic Standards, as 3.B.1.

3.8.1 "Such work will require variance from City Title 18 (Noise), and may necessitate special quieting procedures. The City Engineer will be responsible for coordinating these procedures and variance issuance with the City Noise Control Office."

This entails nothing more than a phone call when something is in the works. Assuming a checklist, please add an appropriate reminder to it. The only flaw is that occasionally, the quieting of equipment may take additional time, so as much lead time as possible should be given us.


If this is unacceptable, let me know - there are other options.

PH/edi

P.S. I'll return the Standard Constr. Specs. in about a week (or less).

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

January 12, 1981

From Don G. Dixon 
To M. J. Walker
Addressed to Dick Johnson
Subject Special Traffic Control District

In most instances when a new building is under construction, the builder will erect a fence in the street area surrounding his work site. When this is done and our water main is on the side of the street adjacent to the work site we do not have access to our water main and control valves. In times of emergency when a main or large service is damaged or broken, this has caused considerable delay and increased water damage to private property due to the inaccessibility to our valves.

It would be better if the agency issuing the permit to erect a construction fence in the street area would check the location of our water main and especially the main control valves. This way we have a clear access to them at all times.



Don Dixon
Water Operations Supervisor

DD:rr



December 18, 1980

MIKE LINDBERG
COMMISSIONER
BUREAU OF FIRE

TO: Dick Johnson
Street and Structures

KENNETH L. OWENS
CHIEF FIRE MARSHAL
FIRE PREVENTION
DIVISION

FROM: Walt Arnold
Staff Lieutenant

SUBJECT: Construction Congestion Ordinance and
Traffic Standards

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


The proposed ordinance and standards are acceptable to the Fire Marshal's Office with the exception of the definition of the "temporary lane". We would prefer a minimum 12' width rather than 10'. Also, continued notification prior to construction will be required.

If you have any questions, please contact me at 248-4363.

Sincerely,

KENNETH L. OWENS
Chief Fire Marshal

By


Walt Arnold
Staff Lieutenant

WA/mlw

b. Section 16.20.260 is amended to read as follows:

16.10.260 Authorization for Construction Zone Permit.

a) The Bureau of Traffic Engineering is hereby authorized to issue a permit for construction zone hoods, to be used on parking meters, or construction zone signs to be used in lieu of parking meters or other parking restrictions as an aid to carrying on actual construction or maintenance work.

★

b) If a construction zone permit is to be issued for work within the special traffic control districts outlined in 17.25.030, the prior approval of the City Engineer must be obtained before issuing the construction zone permit.

c. Section 16.30.170 is amended to read as follows:

16.30.170 Permit for Special Movement of Noncomplying Vehicle.

- a) No change
- b) No change
- c) No change
- d) No change
- e) No permit issued under this section shall be valid:
 - 1) No change
 - 2) No change
 - 3) No change
 - 4) No change
 - 5) Without first obtaining prior approval of the City Engineer if the operation of any vehicle or combination of vehicles is within the Special Traffic Control Districts outlined in 17.25.030.

d. Section 16.40.010 is amended to read as follows:

16.40.010 Permit Required for Parade - Conditions for Granting.

a) No parade for any purpose whatsoever shall be allowed upon any street or public way in the City until a permit therefor has been obtained from the Commissioner in charge of the Bureau of Police or the Council. Application to conduct a parade shall be made in writing in the first instance to the Commissioner in charge of the Bureau of Police by the person or persons to be in charge or control thereof, or responsible therefor, and such application shall set forth the route along which the parade is to proceed, the time of starting, the name or names of the persons, corporation, or society in control thereof, or responsible therefor, and the purpose of such parade. Upon application being made, the Commissioner shall investigate the applicants regarding the purpose or object of such parade. If the Commissioner shall find that the parade is not to be held for any unlawful purpose and will not in any



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

December 23, 1980

INTEROFFICE MEMORANDUM

TO: Dick Johnson

FROM: Dick Speer *DS*

SUBJECT: Construction Standards

As part of the requirements for construction within the two districts we are recommending that for projects taking five days or longer to complete, that a traffic control plan be submitted by the utility or construction company for city review.

This should not be difficult to sketch out since the cities standards will have some basic sketches showing various lane arrangements on different type streets.

RCS:mc

cc: MJM

ORDINANCE NO.

An Ordinance adding a new Chapter 17.25, Special Traffic Control Districts, to the Code of the City of Portland, Oregon to provide coordination and control within the districts subject to the issuance of a permit, the payment of a fee and the meeting of certain conditions, and amending Sections 16.20.260, 16.30.170, 16.40.010, 16.46.045, 20.40.040, 20.40.060, and 24.44.020, and declaring an emergency.

The City of Portland ordains:

Section 1. The Council finds:

1. That construction activities in public rights of way can seriously disrupt traffic flow and business in certain critical areas of the City of Portland.
2. That serious congestion, delays and disruption have recently been caused by construction in these areas, resulting in many complaints from businesses and the traveling public.
3. That maintaining the vitality of these critical areas is essential to the welfare and livelihood of the City.
4. That better coordination and control of construction activities in these areas is necessary in order to minimize the potential for disruption.

NOW, THEREFORE, the Council directs:

- a. A new chapter is hereby added to the Code of the City of Portland, Oregon to be numbered, titled, and to read as follows:

Chapter 17.25
Special Traffic Control Districts

Sections:

17.25.010 Application
17.25.020 Definitions
17.25.030 Designated Boundaries
17.25.040 Special Jurisdiction
17.25.050 Permits Required
17.25.060 Fees
17.25.070 Application for Permit
17.25.080 Traffic Standards

17.25.010 Application. This chapter shall apply to any construction or maintenance work in the street area within the special traffic control districts described in 17.25.030.

17.25.020 Definitions. As used in this chapter, the following terms shall have the following definitions:

- (1) "Street area" shall mean the entire width between curbs.
- (2) "Curb" shall mean the stone or concrete edging along a street.
- (3) "City Engineer" shall mean the duly appointed City Engineer, or any lawfully appointed subordinate of the City Engineer, acting under his orders.
- (4) "Temporary Lane" shall mean a lane of a minimum of 12 feet provided by removal of parking and detouring around work area.
- (5) "Normal Lane" shall mean no deviation from existing traffic delineation.

17.25.030 Designated Boundaries. The following described special traffic control districts designated as "District A" and District B" mean and include the following streets in the City:

District A: Beginning with the intersection of the north line of W Burnside Street with the west line of NW 13th Avenue, running thence easterly, along said north line of W Burnside Street to its intersection with the east line of SW Front Avenue; thence southerly along the east line of SW Front Avenue to its intersection with the south line of SW Market Street; thence westerly along the south line of SW Market Street to its intersection with the west line of SW 13th Avenue; thence northerly along the west line of SW ~~Broadway~~ ^{13th} Avenue to the place of beginning.

~~District B: Beginning with the intersection of the north line of NE Broadway Street with the west line of Oregon State Highway 99W, running thence easterly, along said north line of NE Broadway Street to its intersection with the east line of NE 16th Avenue; thence southerly along the east line of NE 16th Avenue to its intersection with the south line of NE Lloyd Boulevard; thence southwesterly along the south line of NE Lloyd Boulevard to its intersection with the south line of NE Oregon Street; thence westerly along the south line of NE Oregon Street to its intersection with the west line of Oregon State Highway 99W; thence northwesterly along the west line of Oregon State Highway 99W to the place of beginning.~~

17.25.040 Special Jurisdiction. Within the special traffic control district, the City Engineer shall have ~~control over~~ all construction and maintenance within the street area, including the authority to secure information from and coordinate the activities of all City bureaus and private parties.

*Authority to issue
permits for*

17.25.050 Permits Required.

(a) Any City bureau or private party desiring to do work in the street area must first obtain a permit as prescribed in this chapter, and pay the permit fees set forth in Section 17.25.060.

(b) It is unlawful for any person to do any work or perform any act as set forth in this title without first obtaining a permit therefor. It is unlawful for any person to break up, dig up, cut, excavate or fill in any street or to construct any sidewalk, curb, gutter or do any work in or upon any street or in any way tamper with hard surface pavements without first obtaining a permit therefor and paying the fee prescribed in Section 17.25.060. The permit shall be obtained from the City Engineer.

17.25.060 Fees. The City Engineer may establish street permit fees as prescribed in Chapter 5.48 and if a larger fee is required elsewhere in this title for any class of permit, the larger fee shall apply.

17.25.070 Application for Permit. All City bureaus or private parties shall make an application to the City Engineer for a permit. The application for permit hereunder shall contain such information as the City Engineer may designate, and shall specify the nature of the proposed improvement, the name of the street or streets to be improved or in which the improvement is to be located, and the completion date therefor.

Recommendation
17.25.080 Traffic Standards. ~~The following traffic standards shall apply to all construction and maintenance within the street area.~~ *AS ADOPTED AND ON FILE WITH THE*

I. Vehicular Traffic

Minimum No. of Usable
Lanes Required

A. One-Way Streets

1 Lane

1 Temporary Lane

2 Lanes

2 Temporary Lanes

3 Lanes

2 Normal Lanes

B. Two-Way Streets

Minimum No. of Open
Lanes Required

2 Lanes

1 Temporary Lane each direction.

4 Lanes

2 Temporary lanes within 150' of signalized intersection, or 1-normal lane if over 150' to signalized intersection.

4 + Lanes

For arterials with more than 2 lanes in each direction, the number of lanes required is total number minus (-) one.

- C. All work in the street area shall not disrupt traffic more than one block at a time.

2. Pedestrian Traffic

- A. All legal pedestrian crosswalks shall be maintained during any construction or maintenance work.
- B. Any construction or maintenance work that requires the use of the sidewalk area shall maintain a clear unobstructed protected minimum four foot (4') passage-way within the sidewalk area.
- C. On construction or maintenance work that must occupy the entire length of a block face and does not deny access to any other building or area, pedestrian traffic may be denied, if a safety problem exists, with a special permit from the City Engineer.
- D. An adequate safe pedestrian area shall be maintained at all corners.

3. Time

- A. All construction or maintenance work, except for extreme emergency repairs, shall be done between 8:30 a.m. - 3:30 p.m. unless otherwise prescribed in traffic specifications.
- B. *the requirements listed above vehicle & ped traffic* Any construction or maintenance work that cannot ~~meet these requirements~~ shall be done week days 7:00 p.m. to 7:00 a.m. or weekends.
- C. For any work that will take more than five (5) days to complete, a traffic control plan must be submitted for City review. The traffic control plan must be approved by the Traffic Engineer prior to starting work.

b. Section 16.20.260 is amended to read as follows:

16.10.260 Authorization for Construction Zone Permit.

(a) The Bureau of Traffic Engineering is hereby authorized to issue a permit for construction zone hoods, to be used on parking meters, or construction zone signs to be used in lieu of parking meters or other parking restrictions as an aid to carrying on actual construction or maintenance work.

(b) If a construction zone permit is to be issued for work within the special traffic control districts outlined in 17.25.030, the prior approval of the City Engineer must be obtained before issuing the construction zone permit.

- c. Section 16.30.170 is amended to read as follows:

16.30.170 Permit for Special Movement of Noncomplying Vehicle.

- (a) No change
- (b) No change
- (c) No change
- (d) No change
- (e) No permit issued under this section shall be valid:
 - (1) No change
 - (2) No change
 - (3) No change
 - (4) No change
 - (5) Without first obtaining prior approval of the City Engineer if the operation of any vehicle or combination of vehicles is within the Special Traffic Control Districts outlined in 17.25.030.

- d. Section 16.40.010 is amended to read as follows:

16.40.010 Permit Required for Parade - Conditions for Granting.

(a) No parade for any purpose whatsoever shall be allowed upon any street or public way in the City until a permit therefor has been obtained from the Commissioner in charge of the Bureau of Police or the Council. Application to conduct a parade shall be made in writing in the first instance to the Commissioner in charge of the Bureau of Police by the person or persons to be in charge or control thereof, or responsible therefor, and such application shall set forth the route along which the parade is to proceed, the time of starting, the name or names of the persons, corporation, or society in control thereof, or responsible therefor, and the purpose of such parade. Upon application being made, the Commissioner shall investigate the applicants regarding the purpose or object of such parade. If the Commissioner shall find that the parade is not to be held for any unlawful purpose and will not in any manner threaten to incite a breach of the peace or unnecessarily interfere with the public use of the streets and ways of the City, or the peace and quiet of the inhabitants thereof, he may grant the application. Any person applying for a permit to hold a parade under this section may appeal to the Council from the ruling of the Commissioner in charge of the Bureau of Police.

(b) If an application to conduct a parade has a route which enters the Special Traffic Control Districts outlined in 17.25.030, prior approval of the City Engineer must be obtained before the Commissioner grants the request for permit.

- e. Section 16.46.045 is amended to read as follows:

16.46.045 Vehicles Permitted in Mass Transit Lanes During Limited Times.

- (a) No change

(b) Persons driving vehicles may enter upon and use the traffic lanes designated in Section 16.46.010 for special loading requiring direct access to properties facing the traffic lanes, during times when use does not impede the efficient flow of mass transportation vehicles, after receiving a permit authorizing such use from the Traffic Engineer. The Traffic Engineer shall have received prior approval of the City Engineer.

- f. Section 20.40.040 is amended to read as follows:

20.40.040 Planting

- (a) No change
- (b) No change
- (c) If trees are to be planted within the Special Traffic Control Districts outlined in 17.25.030, the prior approval of the City Engineer must be obtained before issuing the permit or planting trees in accordance with the Street Tree Plan.

- g. Section 20.40.060 is amended as follows:

20.40.60 Removal

- (a) No change
- (b) No change
- (c) No change
- (d) No change
- (e) No change
- (f) Before removing trees within the Special Traffic Control Districts outlined in 17.25.030, then the prior approval of the City Engineer must be obtained.

- h. Section 24.44.020 is amended to read as follows:

24.44.020 Street Use. Building permittee may have use of street area. A person undertaking work covered by a building permit, on proof of necessity may be entitled to a permit for the use of the street, sidewalk and/or roadway, subject to the approval of the Traffic Engineer and the regulations of this chapter. The fee for such permit to cover cost of issuance of the permit, inspection, and policing, shall be six cents per square foot per week. For any case, the minimum fee shall be ten dollars. A street permit shall be issued for a period of not less than one week and not exceeding ninety days, at the end of which time the permit may be extended for another period or periods, not exceeding thirty days or more if in the judgement of the Bureau of Buildings such extension is warranted by existing conditions. The use of the street by persons holding a permit and/or the fencing off of street space shall not be continued longer than is necessary. If the permit for use of the street is within the Special Traffic Control Districts outlined in 17.25.030, the prior approval of the City Engineer must be obtained if the street use extends beyond the curb line.

When work not requiring a building permit is undertaken for maintenance of buildings or structures in the congested areas where parking meters are located, the person undertaking such work shall not close off any portion of the sidewalk, or roadway areas without first obtaining, subject to the approval of the Traffic Engineer, a street use permit for the same; the fee and time limit for such permit shall be as specified above. If the street use permit is within the special Traffic Control Districts outlined in 17.25.030, the prior approval of the City Engineer must be obtained if the street use extends beyond the curb line.

While work is in progress, a roped-off passageway not less than ~~8~~ feet in width shall be maintained for pedestrians, which passageway shall in no part be closer, measured horizontally, than six feet from any scaffold, ladder, machinery, or equipment. Such passageway shall be entirely contained within the existing sidewalk area.

*Memo from H.E.B.
to John Lang.*

The(~~Oregon Remodelers Association~~) is in general agreement as to the desirability of formulating a system of centralized permit authorization in the downtown core. Any system which will act as an effective regulating force, which will increase efficiency and reduce costly time delays is looked upon as a long-awaited deliverance from the chaotic situation which has been the norm to this point. The proposed ordinance is a positive step toward eliminating some of the more obvious and serious disruptions. While supporting the spirit in which the ordinance is proposed, we do have some serious reservations as to the impact of its implementation without certain important questions being addressed and particular problems considered.

The purpose of the proposed ordinance, taken from the text of Section 1, is

"...better coordination and control of construction activities in these areas is necessary in order to minimize the potential for disruption."

We would first like to address this problem which is in both the public and private interest. We would like to also raise certain questions which pertain primarily to the private sector --the owners and leasing agents in the downtown area and the remodeling companies that do work for them.

Quoting from Chapter 17.25.050, Permits Required:

"It is unlawful for any person to do any work or perform any act as set forth in this title without first obtaining a permit therefore...

...The permit shall be obtained from the City Engineer."

It has been said to us by those drafting this ordinance that no money will be made available for the hiring of any additional manpower to administer this added workload on the Engineer's Office. We are concerned about the lack of adequate manpower

to administer the volume of paperwork, phoning, scheduling and arbitration which will be generated by the proposed ordinance. A single person should have the responsibility of day-to-day implementation, and he/she must be in a position to be accountable for scheduling and arbitration of disputes in a timely manner. It does not appear logical that the City Engineer or part-time staff member will be able to devote the time or give the necessary continuity required for the efficient functioning of the proposed system of regulation. It is imperative that a contractor be able to know with assurance that he has the use of a particular street when scheduled. If the proposed ordinance cannot guarantee that level of competence, then it is no improvement on the present system.

Remodelers, owners and leasing agents have other interests and specific problems which we would like to address at this point.

At present it can take from 3 to 6 weeks or longer to get a set of plans past the city Permit Division. This can be the case even when there are no structural changes being done, as in tenant improvements. The result of this delay is that prospective tenants who need space urgently decide to locate in newer buildings outside the city where occupancy can begin immediately. This hurts the owners and leasing agents who wish to have tenants, and the remodelers whose main area of work is the city core of Portland. The situation will get worse when the waiting period for a permit is lengthened as it is cleared through the City Engineer's office. Many businesses do not have the patience the city demands, and instead of waiting for an official go-ahead will commission non-permitted work in order to escape the mandatory delays. Non-permitted work is already widespread and it will grow with each delay in the permit procedures. It should be pointed out that outside of fire and safety considerations, the city loses revenue every time a job is done without first obtaining a permit.

One possible solution to the problem of increased delays would be a "fast tracking" system where plans could simultaneously be submitted for permits and for scheduling with the City Engineer. That would, however, significantly increase the workload on the City Engineer because there will certainly be some projects which are rejected in the permitting process on which time has already been spent. The possibility of "phantom" non-projects clogging up the street calendar are an obvious eventuality, unless there is very close coordination between the City Engineer's schedule and the Permit Department's decisions.

There's no easy answer, but the problem won't go away. Increased construction delays will have an adverse effect on everybody involved in the core downtown area. The city should not allow itself to be stampeded into something that is not workable and enforceable.

We would like to see a comprehensive plan worked out which takes into consideration the time requirements of those in the business community whose livelihood depends upon the prompt start-up and completion of work. As part of this overall reassessment of permitting procedure, a centralized scheduling of street use could be implemented on a larger scale than proposed by the ordinance. It is only one of several major areas which need corrective action in the near future. Perhaps this would be a propitious time to revamp the entire process, instead of dealing with individual problems piecemeal.

We appreciate the opportunity given us to raise our concerns and to pose questions on this proposed ordinance. It is our hope that the council will find our comments helpful in their deliberations on this issue.



Oregon State Highway Division
DISTRICT 2A ENGINEER

P.O. Box 565, BEAVERTON, OREGON 97075 PHONE 229-5002

January 27, 1981

In Reply Refer to
File No.:

Dick Johnson
Right of Way Management
621 S.W. Alder
Portland, Oregon 97205

RE: Special Traffic Control District
Clay and Market Streets
U.S. 30
City of Portland

Dear Mr. Johnson:

This letter will confirm our recent discussions regarding the proposed special traffic control district in the City of Portland. It is our understanding that this district is an attempt to better manage and coordinate construction, maintenance and utility work on streets within the district.

The Highway Division would favor having Clay and Market included in the district as this couplet is a state highway and we want to maintain an efficient flow of traffic. We will of course cooperate in every way we can to communicate our proposed activities on this couplet into your proposed system.

The following suggestions and concerns were also discussed at our meeting:

1. With the exception of emergency pothole patching, we should be able to give you at least one week advance notice of such activities as blade patching or deep base repair.
2. We should be able to give you several months advance notice on any proposed overlay contracts on the couplet. Due to the heavy building construction in this area we realize we may have to alter our contract letting date or give special consideration to building construction conflicts in our contract specifications.
3. During non-peak traffic hours we would request that the lane closures be limited to one lane only. We would also request that there be no lane restrictions during peak hours unless absolutely unavoidable because of special building erection problems.

Page Two
Dick Johnson

4. We feel there needs to be more emphasis on the need for advance signing for lane closures. Although this is difficult in a downtown area we feel there should be some minimum signing required.
5. We would also request that the City review its ordinances and/or building codes whereby either the building code or building specifications include erection procedures that minimize traffic conflicts.

Sincerely,



William W. Geibel
District Engineer

WWG:js

cc: Ed Hardt
Bob Bothman
Ron Failmezger
Glenn Roth



Martini
clay

Oregon State Highway Division
DISTRICT 2A ENGINEER

P.O. Box 565, BEAVERTON, OREGON 97075 PHONE 229-5002

January 27, 1981

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BUREAU OF
TRAFFIC ENGINEERING

Page Two
Dick Johnson

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William W. Geibel
District Engineer

WWG:js

cc: Ed Hardt
Bob Bothman
Ron Failmezger
Glenn Roth



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

D.E.B.

CBD

November 10, 1980

MEMORANDUM

TO: Dick Johnson
Bureau of Streets and Structures

FROM: M. J. Martini
Bureau of Traffic Engineering

SUBJECT: Construction standards for CBD

In recent years the Central Business District has seen an enormous amount of street area construction activity. Building construction, sewer work, utilities, water bureau projects and Transit Mall maintenance all require the usage of street area.

The CBD, described as the area between S.W. Front and S.W. 13th, N.W. Everett and the Stadium Freeway, has a volume of approximately 380,000 vehicle trips per weekday. Recent construction activity has shown that sizable backups and congestion can occur if the number of moving lanes are reduced. It is evident that the City of Portland cannot afford to lose any of its available travel lanes in the CBD without the resultant irritated motorist or unhappy merchant. A CBD with its modes of movement, transit, pedestrian and vehicular must remain an easily accessible area with freedom of movement. To this end we urge a study to establish some means of denying, restricting, or coordinating the various street activities and/or construction during the business day.

Herewith is our proposal:

1. That a position be created to oversee all activity within the public rights-of-way. This person should be transportation minded and construction knowledgeable. It would be this persons responsibility to coordinate all construction, repair and maintenance projects and have the authority to deny access to the right-of-way if it were deemed necessary except for urgent emergency situations.
2. That the Bureau of Traffic Engineering write tighter traffic specifications and that these specifications be included in all contract agreements.

D

3. That emphasis be put on traffic specifications during pre-construction conferences.
4. That all occupancy of moving traffic lanes be restricted to the hours of 6 p.m. to 7 a.m. except Saturdays - Sundays and Holidays. This restriction could be applied to a specific area only and not necessarily apply to the entire CBD. Additional study is required to consider such a restriction due to the 10 p.m. noise ordinance.
5. That all small projects (those that could be completed in two days or less) be done on Saturdays and Sundays.

The above are just some thoughts on the matter. We would be happy to work with you on establishing a set of standards that would be feasible.

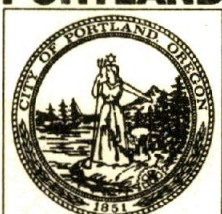
RCS:ah

CBD

F-TE

THE CITY OF
PORTLAND

November 6, 1980



OREGON

DEPARTMENT OF
PUBLIC WORKS

MIKE LINDBERG
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

621 S.W. ALDER
PORTLAND, OR 97205

TO ALL BUILDING AND PLUMBING CONTRACTORS, HOUSE MOVERS, AND
UTILITY COMPANIES:

The Thanksgiving and Christmas holidays will soon be with us.
As in the past, it will be necessary to implement procedures
which will expedite pedestrian and vehicular traffic flow in
the congested business districts of the City.

Therefore, beginning November 24 and continuing through
December 31, 1980, work requiring the opening, closing or
blocking of any roadway or sidewalk will be prohibited by this
office in the areas listed below:

1. The central business district bounded by the
Willamette River, SW Market Street, SW 13th Avenue,
and W. Burnside Street.
2. The Old Town business district bounded by the
Willamette River, NW Everett Street, NW 5th Avenue,
and W. Burnside Street.
3. The Hollywood business district bounded by NE 37th
Avenue, NE Tillamook Street, NE 45th Avenue, and
NE Halsey Street.
4. The Lloyd Center area bounded by NE 16th Avenue,
NE Broadway, NE Union Avenue, and NE Lloyd Boulevard.
5. The ten Willamette River bridges.

The above prohibition also includes the principal arterial
streets.

This prohibition does not affect work authorized by permits
issued or agreements made prior to November 24, 1980.

Work in the sidewalk or roadway area necessitated by extreme
emergency conditions must be approved by Richard E. Johnson,
telephone number 248-4415, before authorization by permit or
agreement will be issued.

Your continued cooperation in this matter will be greatly
appreciated.

Very truly yours,

John M. Lang
John M. Lang, P.E.
City Engineer

HGS:jmh

James T. Nelly
Margie Stark
Wetmoreland
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BUREAU OF
TRAFFIC ENGINEER

STAFF

SRM

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October 28, 1980

MEMORANDUM

TO: The Files

FROM: Don Bergstrom

At the TSM meeting in San Francisco on October 16, one of the sessions dealt with pedestrianization of the CBD and the main speakers were Alan Lubliner, who is with the City of San Francisco and a Fred Kent, who is President of Project for Public Spaces, a New York concern. The following statements were made regarding San Francisco:

1. The City is planning no increase in vehicular capacity on any of its CBD streets for the next 20 years. They are planning on more people but this is to be taken care of apparently by transit, walking, bicycles, whatever.
2. They have assigned a priority for the use of the public right-of-way and their priority which starts with No. 1 and goes down to the lowest priority is as follows: Pedestrians, transit, goods movements, cars, parking.
3. They cited a number of pedestrian barriers that need to be dealt with:
 - a. sidewalk loading doors
 - b. fences, street hardware at bus stops, signs, paper racks, etc.
4. Their first effort will be to provide a clearer zone at the intersections and to do that they they are moving back all types of street furniture - pipes, poles, fire hydrants, the whole works - a minimum of 5 feet into the block from the property line.
5. They have a number of pedestrian malls that are going to get started. The first is Maiden Lane, now this is an LID district where the adjacent property owners will pay the entire cost.
6. They showed a number of developments where the places designated for pedestrians on private property were both successes and failures. The failures resulted from lack of sun, no place to sit down, blank walls, etc. The success was open, seating arrangements, sunny and so forth.

7. They said that most of their opportunities were going to be with new construction and they needed to be very careful that these were done right or they wouldn't be used by pedestrians.
8. They also indicated experience with a number of pedestrian malls on a part-time basis, lunch-time, day-time, etc. As a matter of fact, the thought struck me that maybe Ankeny between 5th and Front was one that might be looked at in terms of a noontime mall or daytime mall.
9. Flower stands were becoming a problem in San Francisco, and they are going to attempt to move these back out of the busy corner areas and to provide a bulb in the street, which is really filling in the parking lane with concrete back from the corner a way, similar to what we did along 5th and 6th Avenue of the Transit Mall and then they'll place the flower stands in the same area that was formerly a parking space.
10. They said that pedestrian walking speeds should be considered in the timing of the signals. I don't know how it's possible to do this, but that's what they recommend.
11. They also suggested that a comfortable capacity for a sidewalk, at least in San Francisco, was 4 people per foot of clear walk space per minute. The clear walk space they defined is the area between Poles, parking meters, newsstands, etc. and that the buildings did not have any flower boxes or that type of thing sticking out from the side of the building.
12. At this meeting at another session, it was mentioned that Honolulu has recently changed their parking meter rates to \$.40 per hour and they didn't have any problems. I have already mentioned it to Charlie but I want to make a further suggestion to him that maybe we should ask the Traffic Safety Commission to hold a public hearing on this for the downtown area sometime in January. Or, maybe we should go through the Budget Advisory Committee of the OPD to get some feedback or input on this item.

DEB:jjp

cc: Dick Speer
Charlie Masco

CBD

"LUMP SUM CERTIFICATION"

This is to certify on section "CBD Signal System Expansion (Portland),
PREFIX: 326-1024, contract No. 9104, F.A. No IX-M000C015 all lump sum
items were completed in accordance with the plans and specifications.

<u>ITEM NO.</u>	<u>ITEM</u>	<u>DATE COMPLETED</u>
1	<i>Temporary Protection</i> <i>Temporary Protection</i> <i>+ Direction of Traffic</i>	
4	Traffic Signal Installation Complete	

James K. Wilson
Resident Engineer

CBD

November 13, 1980

Mr. Linford Moyer
630 N. Lime Street
Lancaster, PA 17602

Dear Mr. Moyer:

Thank you for your interest in the City of Portland.

Prior to the construction of the Transit Mall, we obtained total ~~traffic~~ ^{traffic} volumes entering and leaving the CBD. These volumes have been compared every year thereafter. I question whether Fareless Square has had an effect on these volumes.

Fareless Square offers 300 square blocks of free transportation anytime except 3 p.m. to 7 p.m. Monday through Friday.

Our problem and the problem of many cities is the morning and evening commuter traffic which still basically peaks at 7:30 to 8:30 a.m. and 4:30 to 5:30 p.m.

I hope you will find this information helpful.

Sincerely,

M. J. Martini
Sr. Traffic Engineer

NJM:ah

encl: Traffic vol.

CBD

File

Nov. 17, 1980

Memo to Files

Subject: Sewer Construction Phase III

Traffic Standards:

1. Encourage the contractor to work Saturday and Sunday.
2. Permission to completely close S.W. Washington between S.W. 4th and S.W. 5th.
3. No work on S.W. Morrison until Washington is open.
4. No work permitted on S.W. 4th Ave. north of Washington while S.W. Washington is closed.
5. Two lanes will be available on S.W. 4th Ave. at all times beginning next Monday, Nov. 17th.
6. No short closures during lunch hour, 12:00 noon - 1:00 P.M..

These traffic requirements will be in effect from Nov. 17th to the completion of Phase III.

cc: Thomas James

RCS

CBD

November 10, 1980

MEMORANDUM

TO: Dick Johnson
Bureau of Streets and Structures

FROM: M. J. Martini
Bureau of Traffic Engineering

SUBJECT: Construction standards for CBD

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The CBD, described as the area between S.W. Front and S.W. 13th, N.W. Everett and the Stadium Freeway, has a volume of approximately 380,000 vehicle trips per weekday. Recent ~~construction~~ *construction* activity has shown that sizable backups and congestion can occur if the number of moving lanes are reduced. It is evident that the City of Portland cannot afford to lose any of its available travel lanes in the CBD without the resultant irritated motorist or unhappy merchant. A CBD with its modes of movement, transit, pedestrian and vehicular must remain an easily accessible area with freedom of movement. To this end we urge a study to establish some means of denying, restricting, or coordinating the various street activities and/or construction during the business day.

Herewith is our proposal:

1. That a position be created to oversee all activity within the public rights-of-way. This person should be transportation minded and construction knowledgeable. It would be ~~this~~ *these* persons responsibility to coordinate all construction, repair and maintenance projects and leave the authority to deny access to the ~~rights~~ *rights*-of-way if it were deemed necessary except for urgent emergency situations.
2. That the Bureau of Traffic Engineering write tighter traffic specifications and that these specifications be included in all contract agreements.

3. That emphasis be put on traffic specifications during pre-construction conferences.
4. That all occupancy of moving traffic lanes be restricted to the hours of 6 p.m. to 7 a.m. except ^{saturdays} ~~Sundays~~ - Sundays and Holidays. This restriction could be applied to a specific area only and not necessarily apply to the entire CBD. Additional study is required to consider such a restriction due to the 10 p.m. noise ordinance.
5. That all small projects (those that could be completed in two days or less) be done on Saturdays and Sundays.

The above are just some thoughts on the matter. We would be happy to work with you on establishing a set of standards that would be feasible.

RSS:ah

CBD

November 13, 1980

INTEROFFICE MEMORANDUM

FROM: D. E. Bergstrom
Bureau of Traffic Engineering

TO: Bob Dow
Office of City Engineers

SUBJECT: Storm Sewer, Phase III Construction

Due to the devastating effect on Central Business District traffic in the vicinity of the construction project, the following is recommended:

- 1 - No work that occupies traffic lanes be permitted between the hours of 7:00 A.M. & 6:00 P.M., Monday thru Friday.
- 2 - Contractor shall maintain at least two lanes of traffic on S.W. 3rd or 4th Ave. and one lane of traffic on S.W. Stark, Washington, Alder or Morrison St. between the hours of 7:00 A.M. & 6:00 P.M. Monday thru Friday.
- 3 - No more than one eastbound and one westbound street be involved with construction at any one time.
- 4 - That noise restrictions be temporarily lifted to facilitate night time work.

Storm Sewer Construction

November 13, 1980

Page 2

- 5 - That the contractor may obtain full street closures to facilitate construction at night and week ends. Such request to be made at least 8 hours in advance to the Bureau of Traffic Engineering/Office of City Engineers.
- 6 - That traffic flow provisions on S.W. Morrison St. be adequate to facilitate mass transit vehicles and their schedules without re-routing.

TPJ:mc

W. J. Martini

CBD

TYPE
RA

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

Date: 5-8-80

From M. J. Martini, Bureau of Traffic Engineering

To Office of City Engineer

Addressed to 130/820 / Sanitary Eng

Subject CBD
Storm Sewer System
3782 2 copies

Plan for the above is attached.

☐ NO SPECIFIC TRAFFIC REQUIREMENTS.

☐ NO SIGNAL EQUIPMENT INVOLVED.

☒ TRAFFIC REQUIREMENTS ARE AS FOLLOWS:

see attached requirements

☒ SIGNAL REQUIREMENTS ARE AS FOLLOWS:

see attached requirements

May 12, 1980

M. J. Martini, Bureau of Traffic Engineering

Office of City Engineer

130/820/Sanitary Engineering

Job 3782, Central Business District
Storm Sewer System, Phase 4

The plan for the above has been reviewed and the following traffic requirements will apply on the project:

1. No more pavement may be broken or space used for material storage than can be reasonably worked at one time.
2. No simultaneous work on two streets of the same traffic direction.
3. Trenches will be plated or backfilled at intersections when feasible. Trenches will be bridged at crosswalks where necessary. No more than one crosswalk may be closed at one time at one intersection.
4. No dead storage of to and from work vehicles will be permitted.

Contact the Bureau of Traffic Engineering for parking meter hoods, 248-5588.

5. If Tri-Met must be rerouted from Morrison, then Morrison should be completed in one phase rather than short segments. Tri-Met must have one week notice before any route changes.
6. Contact District Traffic Engineer for detailed instructions

S. W. Broadway Maintain two lanes of traffic at all times.

S. W. Morrison Maintain one lane of traffic at all times.

S. W. Yamhill Maintain access to Jackson Tower driveway at all times. Maintain one lane between S. W. Park and S. W. 9th Avenue at all times.

S. W. Taylor Maintain one lane of traffic at all times. ~~9:00 a.m. as attached sketch. Any street closure will be coordinated with the building property owners.~~

S. W. Park Avenue Maintain one lane of traffic 7:00 a.m. to 9:00 a.m., as attached sketch. Any street closure will be coordinated with the abutting property owners.

S. W. 10th Avenue Maintain two lanes on the east side of the trench at all times.

S. W. 11th Avenue Maintain two lanes on the west side of the trench at all times.

S. W. 12th Avenue Maintain two lanes of traffic at all times.

S. W. 13th Avenue Maintain one lane of traffic at all times.

SIGNAL REQUIREMENTS

1. Traffic signal conduits or loops currently exist in the street right-of-way. Where detector loops are partially or fully destroyed, the City shall repair such at the Contractor's expense. The Contractor shall not pave where loops were destroyed until pre-formed loops are placed on the completed base.

Loop Locations in Conflict:

S. W. Broadway at Salmon, Taylor, Yamhill & Morrison

S. W. 10th at Taylor, Yamhill & Morrison

S. W. 11th at Taylor Yamhill & Morrison

S. W. 12th at Salmon, Taylor, Yamhill & Morrison

S. W. 13th at Morrison

2. To minimize expense to the Contractor, the City will attempt to splice the new loop to the old loop feeder with an epoxy splice kit. The loop and feeder combination shall have a resistance to ground of greater than ten megohms or it shall be completely replaced.
3. Conduits are shown on plans and will be field located by Traffic Engineering 248-4199. The Contractor is advised not to break any traffic signal conduits because of the expense involved in replacing multiple conductor cables. Any traffic signal conduits damaged by the Contractor will be repaired by the City at the Contractor's expense.

WKW:jjp

CBP

April 30, 1980

MEMORANDUM

TO: Mike Kincaid, Pacific Northwest Bell
Charles Lobaugh, Oregon Department of Transportation
Lloyd Miller, Bureau of Streets & Structures
Bob Moldenhauer, East County Electric
Chuck O'Donnell, Bureau of Streets & Structures
Jerry Parker, Liberty Cable Television
Virgil Stiger, Water Bureau
Dan Thomas, Northwest Natural Gas
Glen Willis, Portland General Electric
Stacey Wright, Pacific Power and Light

FROM: James K. Wilson, Bureau of Traffic Engineering

SUBJECT: Pre-construction Conference
CBD Signal System Expansion

A pre-construction meeting on the CBD signal system expansion project is scheduled for Monday, May 5, 1980 at 10:00 a.m. in the conference room at the regional office of the Oregon Department of Transportation, 9002 S. E. McLoughlin Blvd.

Attached is a map of the project area. Please review this map for conflict areas so that they can be discussed at this meeting.

JKW:jjp

CBD

April 3, 1980

C.J. Masco

Don Bergstrom

On-Street Parking Removal - Five Year Projection - CBD

Don, the following is an estimate by project of the burb parking to be removed from downtown Portland within the next five years:

1. S.W. Park Blocks 420
(Stark to Salmon/Market)
2. L
2. Light Rail
 - a. (Morrison/Yamhill; 1st to 12th/13th) 285
 - b. (1st Ave. - Yamhill to Glisan) 173
 - c. (Salmon/Taylor; 1st to 13th)* 314

* to accomodate traffic from Morrison/Yamhill

3. Cadillac-Fairview (Morrison St. Development) 112
4. Public Service Building 14
5. Main Place 40
6. Daon 118
7. South Waterfront Project 77

TOTAL ----- 1,553

I have more detailed information should you require it.

CJM/as

~~sf. SW 10~~

C B D

February 29, 1980

Connie McCready

MEMORANDUM

TO: R.G. Sunnarborg, Bureau of Sanitary Engr
FROM: M.J. Martini, Traffic Engineering
SUBJECT: Traffic Requirements for the CBD Storm
Sewer System Phase III

We have reviewed the proposed traffic specifications for the above project.

Changes are recommended for section 17-9. S.W. 1st-2nd-3rd-4th Avenues. All these north and south bound streets shall maintain a minimum of two lanes for traffic at all times. Size of sewer line and the greater width of pavement make this possible.

~~mjm~~:WEW:jc

copy of plan in E 2 file

THE CITY OF
PORTLAND



OREGON

DEPARTMENT OF
PUBLIC WORKS

MIKE LINDBERG
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

621 S.W. ALDER
PORTLAND, OR 97205

February 21, 1980

MEMORANDUM

TO: *R63* M. J. Martini, Bureau of Traffic Engineering
FROM: R. G. Sunnarborg, Bureau of Sanitary Engr
SUBJECT: Traffic Requirements for the CBD Storm
Sewer System Phase III

Enclosed are copies of the Traffic Requirements and Construction Schedule for the CBD Phase III Storm Sewer System. Also enclosed is a set of the plans showing the proposed sewer locations.

We intend to open bids for this project by approximately March 19, 1980.

We request that you review the enclosed material and notify us of any conflicts by 2/29/80.

If you have any questions, or wish to discuss this matter further, please contact Art Zibolski at 248-4607.

BJO/ANZ:es
enclosures

15. REMOVAL OF WATER IN THE EXISTING 36" CSP IN SW WASHINGTON STREET

The Contractor is to connect the proposed sewer line to the existing 36" C.S.P. by removing the existing concrete plug and constructing a 36" concrete closure collar as per detail on sheet 11 of the plans. Prior to making the connection the Contractor should be aware of the possibility of water in the existing sewer line. Should water be present in the existing pipe at the time of construction the Contractor shall remove and dispose of the water prior to connecting to the existing sewer. Work required due to water in the pipe shall be considered incidental work and no separate payment will be made for any items of work necessitated by the existence of water in the pipe.

16. CONSTRUCTION OF SEWER IN SW 1st AVENUE BETWEEN SW PINE ST. & SW OAK ST.

Prior to constructing the main line sewer in SW 1st Avenue the Contractor shall confirm, in accordance with Special Specification No. 7, Exploratory Excavation Related to Catch Inlet Leads, that the catch inlet leads shown on the plans at the intersection of SW 1st Avenue and SW Pine Street can be connected to the main line sewer at the design grade. Should any existing utilities conflict with the grading of the catch inlet leads the Contractor will notify the Engineer, prior to installing any pipe. If the main line sewer requires lowering to accommodate inlet lead connections a new grade for the sewer shall be determined by the Engineer and the Contractor shall construct the main line sewer to the revised grade. Payment for this work shall be included in the unit price bid for other items of work.

Should the main line sewer need to be lowered the Contractor will be required to reconstruct the existing 12" outside drop connection to the lower required elevation as determined by the Engineer. Reconstruction of the existing drop connection shall meet with the Engineer's approval and shall include all items of work necessary to reconstruct the drop connection complete in place. Payment for reconstructing the drop will be made on a lump sum basis under the bid item in the proposal, "Reconstruction of Existing 12" Outside Drop Connection".

17. TRAFFIC REQUIREMENTS

The following special traffic requirements will apply on the project:

- a. No more pavement may be broken or space used for material storage than can be reasonably worked at one time.
- b. No simultaneous work on two streets in the same traffic direction.
- c. Trenches will be plated at intersections where feasible. Trenches will be bridged for pedestrians and crosswalks maintained.
- d. No work will be permitted prior to 9:00 a.m. if it will result in fewer traffic lanes than available during night time hours.

- e. No dead storage of to-and-from work vehicles.
- f. When directed by the Engineer a temporary patch of cold mix shall be placed on all hard surface cuts immediately after backfilling has been completed.
- g. S.W. Stark Street

Between the hours of 7:00 a.m. and 3:30 p.m. the Contractor may close one block at a time for sewer construction work. At all other times one lane shall be required for traffic movement.

S.W. Washington Street

Between the hours of 9:00 a.m. and 3:30 p.m. the Contractor may close one block at a time for sewer construction work. At all other times ~~one~~ ^{two} lanes shall be required for traffic movement between S.W. 3rd and S.W. 4th Avenues and two lanes for traffic movement between S.W. 4th and 5th Avenues.

S.W. 1st, 2nd, 3rd & 4th Avenues

Between the hours of 7:00 a.m. and 3:30 p.m. the Contractor shall maintain one lane of traffic at all times. At all other times two lanes shall be maintained for traffic movement.

h. Signal Requirements

1. Traffic signal conduits or loops currently exist in the street right-of-way. Where detector loops are partially or fully destroyed the City shall repair such at the Contractor's expense. The Contractor shall not pave where loops were destroyed until pre-formed loops are placed on the compacted subbase.

Loop Locations in Conflict

S.W. 4th and Washington	Sheet 6
S.W. 3rd and Washington	Sheet 5
S.W. 2nd and Stark	Sheet 3
S.W. 4th and Morrison	Sheet 8 (Detector Leads)

2. To minimize expense to the Contractor the City will attempt to splice the new loop to the old loop feeder with an epoxy splice kit. The loop and feeder combination shall have a resistance to ground of greater than ten megohms or it shall be completely replaced.
3. Conduits are shown on plans and will be field located by Traffic Engineering 248-4515. The Contractor is advised not to break any traffic signal conduits because of the expense involved in replacing multiple conductor cables. Any traffic signal conduits damaged by the Contractor will be repaired by the City at the Contractor's expense.

18. Tunneling/Jacking Alternatives to the Open Trench Construction Method

All main line sewers, catch inlet leads, and branch connections shall, in general, be constructed utilizing the open trench method. At locations where existing structural obstructions may prohibit the open trench method the Contractor shall, with the Engineer's approval, utilize the tunnel method for short sections of sewer construction. Where the tunneling method of sewer construction is used in lieu of open trench construction, work shall be in accordance with Division 4, Section 401 of the Standard Specifications. Measurement and payment for any tunneled section of sewer will be made as though the open trench method had been used and will include all pay items that would have been applicable had the open trench construction method been used.

19. Sewer Construction Adjacent to the Morrison Park East Garage

The proposed sewer in SW 4th Avenue between SW Morrison and SW Alder Streets currently runs along the west side of the Morrison Park East parking garage. During construction of this section of sewer the Contractor shall maintain maximum ingress/egress to the parking garage at all times. The Contractor shall maintain traffic flows by plating or paving the open trench or by an alternate method meeting with the Engineer's approval. The Contractor is advised that the peak traffic flows to and from the garage occur on Wednesday through Friday between the hours of 10:00 a.m. to 2:00 p.m. Any questions concerning the operations of the parking garage should be directed to Doug Grandquis, Office of General Services, City of Portland, 248-4081.

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

Date: _____
From: M. J. Martini, Bureau of Traffic Engineering
To: Office of City Engineer
Addressed to: 132/825 / Sunnyside
Subject: Job 3675, 1 copy
C.B.D.
Storm Sewer System
Phase 3

Plan for the above is attached.

☐ NO SPECIFIC TRAFFIC REQUIREMENTS.

☐ NO SIGNAL EQUIPMENT INVOLVED.

☒ TRAFFIC REQUIREMENTS ARE AS FOLLOWS:

As attached
We have reviewed the traffic specs and
have made changes in 17-g. pertaining to
S.W. Washington, 1st, 2nd, 3rd, & 4th Aves.

☒ SIGNAL REQUIREMENTS ARE AS FOLLOWS:

As attached

CBD

April 2, 1980

Max Klotz, Planning Engineer
Department of Transportation
5821 N.E. Glisan St.
Portland, OR 97213

RE: CBD Signal System Expansion (Portland) Project M-000C(3)
Prefix 326-1921

Dear Sir,

We have reviewed our preliminary estimate of \$68,206 for this project which was submitted June 6, 1979 and find that two items were omitted from the estimate, one item of \$4,500 for additional cable splitting and one item of \$1,300 for signing, flagging and control of traffic during construction. These two items would bring the estimated cost as of 6/6/79 to \$73,906. Using an inflation factor of one percent per month for 9 months would bring the current estimated cost to \$80,557.

The City wishes to proceed with the project as rapidly as possible for the following reasons:

1. The IBM 1800 computer system is no longer in production and delay in ordering the parts required for this expansion could mean that they would no longer be available or if they were still available the price would be prohibative.
2. ~~There~~ are approximately 15,000 vehicle trips daily through each of the 21 signalized intersections included in this project. By connecting these intersections into the computer system, we estimate that we can reduce the delay time through the system by ten percent. This reduction in delay converted into fuel saved is 28,400 gallons per year saved. At \$1.20 per gallon, this amounts to \$34,100 savings for the citizens of Portland. There would also be a comparable reduction in the amount of pollutants released into this area.

Max Klotz
April 2, 1980
Page 2

We therefore recommend that a contract for \$82,123.50 be awarded to the low bidder on this project so that work can begin without further delay.

Sincerely,



Rickard G. Speer
Asst. City Traffic Engineer

RCS/JKW/as

cc: J.K. Wilson
Dave Hill

CBD

Westmore
File

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

February 13, 1980

From R. F. Dow
To Beverly Geiger
Addressed to
Subject Central Business District Storm Sewer System - Phase II
Job No. 3336

Following is the present schedule:

Construct sewer on S. W. 1st between S. W. Main and
S. W. Salmon - January 31, 1980 to March 26, 1980.

Construct sewer on S. W. Salmon between S. W. 1st and
S. W. 3rd - March 17, 1980 to April 16, 1980.

Construct sewer on S. W. 1st between S. W. Madison and
S. W. Jefferson - March 4, 1980 to June 9, 1980.

All work completed by the end of June 1980.

R. F. Dow

R. F. DOW

RED:11

cc: Commissioner's Office - Sam Aiken
General Services
Traffic Engineer
Design Engineering (Sanitary)
Inspector Glithero

WK
File

RECEIVED
FEB 15 1980
BUREAU OF
TRAFFIC ENGINEERING

THE CITY OF
PORTLAND



OREGON

DEPT. OF FINANCE
AND ADMINISTRATION

NEIL GOLDSCHMIDT
MAYOR

BUREAU OF TRAFFIC
ENGINEERING

D.E. BERGSTROM
CITY TRAFFIC ENGINEER

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

pink CBB

January 2, 1980

Jon Rose, Federal Aid Coordinator
Oregon Department of Transportation
5821 N.E. Glisan St.
Portland, Oregon 97213

Subject: Combine Projects
CBD (21 locations) -- M- 000C (8)
S.W. 2nd Ave. -- M - 9347 (1)

Dear Jon:

Development of the light rail system for Portland has progressed to the point where it seems very probable the routing will be on S.W. 1st Ave., S.W. Morrison St. and S.W. Yamhill St.

Our project for signal replacements at 21 locations in the CBD includes six intersections which are located on these streets. Since the light rail requirements may differ from existing conditions we do not feel it would be appropriate to replace these six intersections now and then possibly replace them again in two years or so when the light rail is constructed. Therefore we propose to drop these six intersections from the project "CBD (21 locations)" and combine this project with the "S.W. 2nd Ave. (Pine to Alder)" project for contract letting.

The locations to be dropped are as follows.

S.W. 1st Ave. & Morrison St.
S.W. 2nd Ave. & Morrison St.
S.W. 3rd Ave. & Morrison St.
S.W. 1st Ave. & Yamhill St.
S.W. 2nd Ave. & Yamhill St.
S.W. 3rd Ave. & Yamhill St.

The estimated total cost of the combined projects would not be appreciably different than the original estimate for the "CBD (21 locations)" project.

If you have any question on this, please call Dean Franklin at 248-4199.

cc: Dave Hill
Tom Schwab
Dennis Peterson
Jack Sullivan

Sincerely,

James K. Wilson
James K. Wilson
Sr. Traffic Engineer

Watmore
W/K *File*

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

STW
eBZ

January 7, 1980

From R. F. Dow
To Beverly Geiger
Addressed to
Subject Central Business District Storm Sewer System - Phase II
Job No. 3336

The contractor will be working on S. W. 1st between Main and Jefferson for the next four months. They will be jacking pipe from the shaft at Main toward Salmon during the next six weeks and then complete jacking the pipe between Madison and Jefferson.

Dow
R. F. DOW

RFD:11

cc: Commissioner's Office - Sam Aiken
General Services
Traffic Engineer
Design Engineering (Sanitary)
Inspector Glithero

RECEIVED
JAN 10 1980
RECEIVED
BUREAU OF
TRAFFIC ENGINEERING
JAN 10 1980
JEP
BUREAU OF
TRAFFIC ENGINEERING

BUREAU OF TRAFFIC ENGINEERING
INTRA-OFFICE ROUTE SLIP

FROM Dick

DATE 6/18/80

STAFF

BAUER

DX BERGSTROM

BOLLING

File BURDETTE

BUTTENHAM

CHADIMA

CHOATE

DAVIS

DORN

EVANS

FRANKLIN

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

Note Acc Spds

	<u>Off-Line</u>	<u>On Line</u>
<i>AM PK</i>	<i>12.3</i>	<i>13.2</i>
<i>Off PK</i>	<i>11.0</i>	<i>11.5</i>
<i>PM PK</i>	<i>9.3</i>	<i>10.1</i>

Operations will see what can be done to increase spds on under 10MPH streets. There is, however,

an unusual amount of construction in

the C.B.D. which effects some of these streets at this time.

PARKING PATROL DIVISION

Marked

CBD

From: BUREAU OF TRAFFIC ENGINEERING
420 S.W. Main St.-Portland, Or. 97204

DATE 6/13/80

To: Dick Speer

FOR YOUR ATTENTION & REPLY
FOR YOUR INFORMATION

PLEASE INVESTIGATE & REPORT
PLEASE ANSWER OR ARRANGE

Note: I have taken a look at the attached report from Operations on average travel speeds without the computer. I'd like to see some further analysis done along the lines of what's the average a.m. speeds, off line and on line, same for off peak and same for p.m.

Then I'd like to go through the numbers and this locations or streets where the speeds are slow can we identify the reason, can we do anything about it.

SW Salmon from Front to 13th, this is also true of Taylor down in the 8-9 mile category. Is there any way we can get those up to 10-11 mile speeds?

Would you take a look at this and then get back to me? Thanks.

DEB:jjp

**We'll see what we can do for the under 10mph streets. Unfortunately there is an unusual amount of construction in the CBD which has some effect on travel speeds*

Red

May 27, 1980

DEB

MEMO TO THE FILES

FROM: Operations *U/m*

SUBJECT: Average Travel Speed - CBD

Early in 1980 a decision was reached to construct a new Public Service Building on the site between City Hall and the County Courthouse. This block is occupied by the City Hall Annex and housed the Traffic signal computer.

To maintain computer control of the CBD signals the computer was moved to the County Courthouse basement. The move was accomplished between February 12th and April 7, 1980.

During this period the CBD signalized intersections were controlled by a pre-timed master controller used as a back up system when the computer is off-line.

We chose this period as an opportune time to determine the average travel speed on a few selected routes through the CBD. These test runs ~~ARE~~ compared with similiar runs when the computer is on-line and able to select 12 traffic patterns. (After full traffic response capabilities these runs will be taken again.)

The following streets were selected:

North-South Routes

1. S.W. 2nd Ave. - S.W. Clay to Burnside
2. S.W. 3rd Ave. - Burnside to Clay St.
3. S.W. 4th Ave. - S.W. Lincoln to Burnside
4. S.W. Broadway - Burnside to Jackson

East-West Routes

1. S.W. Salmon - S.W. 13th Ave. to Front Ave.
2. S.W. Taylor - S.W. Front to S.W. 13th Ave.
3. S.W. Alder - S.W. 13th to S.W. 2nd Ave.
4. S.W. Washington - S.W. 2nd Ave. to S.W. 13th Ave.

Six travel time runs were conducted on each street for each am peak - pm peak - off peak periods.

<u>STREET</u>	<u>DIR.</u>	<u>2-22-80</u>		<u>5-1-80</u>	
		<u>OFF-LINE</u>		<u>ON-LINE</u> (12 PATTERNS ONLY)*	
		<u>Travel Time</u>	<u>Speed</u>	<u>Travel Time</u>	<u>Speed</u>
S.W. 2nd Ave.	NB	Min-Sec	mph	Min-Sec	mph
AM		3:32	13.5	**3:30	13.7
Off Peak		3:48	12.6	**4:17	11.2
PM		4:17	11.2	**4:37	10.36

** Patterns Avail. were ones normally used during PM Periods*

MEMO TO THE FILES
May 27, 1980
Page 2

<u>STREET</u>	<u>DIR.</u>	<u>OFF-LINE</u>		<u>ON-LINE</u>	
		<u>Travel Time</u>	<u>Speed</u>	<u>Travel Time</u>	<u>Speed</u>
		Min-Sec	mph	Min-Sec	mph
S.W. 3rd Ave.	SB				
AM		4:37	10.24	3:40	12.9
Off-Peak		4:59	9.48	3:39	12.99
PM		5:31	8.57	4:27	10.7
S.W. 4th Ave.	NB				
AM		5:04	13.6	5:31	12.5
Off-Peak		4:58	13.8	5:37	12.3
PM		6:32	10.5	6:13	11.1
S.W. Broadway	SB				
AM		4:29	14.27	4:22	14.7
Off-Peak		4:57	12.9	5:05	12.7
PM		5:56	10.8	5:48	11.1
S.W. Salmon	EB				
AM		2:36	12.9	2:38	12.9
Off-Peak		2:56	11.5	3:02	11.1
PM		4:28	8.9	4:05	8.3
S.W. Taylor	WB				
AM		**3:49	10.6	3:03	13.3
Off-Peak		**5:18	7.6	3:11	12.8
PM		**4:52	8.3	4:29	9.1
S.W. Alder	EB				
AM		2:46	12.2	2:46	12.2
Off-Peak		3:04	11.0	3:29	9.7
PM		4:09	8.1	3:38	9.3
S.W. Washington	WB				
AM		3:06	11.2	2:32	13.4
Off-Peak		3:27	9.7	**3:48	8.9
PM		4:18	7.8	3:07	10.8

* AVERAGE SPEED

** construction

Am = 12.3
off = 11.0
pm = 9.3

(10.8 pmh)
ALL DAY
AVERAGE

(11.58) Am 13.2
OFF 11.46
pm 10.09