

THE CITY OF  
**PORTLAND**



**OREGON**

DEPARTMENT OF  
PUBLIC AFFAIRS

MILDRED A. SCHWAB  
COMMISSIONER

BUREAU OF PARKS AND  
PUBLIC RECREATION

DOUGLAS W. BRIDGES  
SUPERINTENDENT

409 S.W. NINTH AVENUE  
PORTLAND, OREGON 97205

August 28, 1980

MEMORANDUM

TO: M. J. Martini, Bureau of Traffic Engineering

FROM: Scott Reese, Parks Planning and Development Manager

SUBJECT: Tindall Group/Mittleman Sub-division

I am in receipt of your memorandum of August 15, 1980 in regard to the above cited matter. As I understand, you are not in favor of completing an intersection at S.E. 64th Avenue, north of S.E. Division street based upon your feeling that to do so would require a signalized intersection, including a left turn lane in the westerly directed lanes. It is my understanding that you feel that there is not proper space available in the Division Street right-of-way to accommodate a left turn lane, and further that a signal at S.E. 64th and Division would have an adverse impact in the neighborhood south of Division Street.

Based on these comments I have investigated this matter further. I travelled Division Street from 20th Street to 82nd Street; along that distance I found 12 signalized intersections. None of those 12 signalized intersections on Division incorporated a left turn lane. Intersections at 26th Street, 28th Street, and 57th Street provide signalized intersections with access into residential neighborhoods not unlike the area south of the intersection of Division and 64th Street. None of these intersections incorporates a left turn lane.

In responding to the aspect of possible undesirable impact of signalization at S.E. 64th and Division, I tried to determine what the circulation pattern to this point from the neighborhood south would be. I found that S.E. 64th Avenue terminates five blocks south of Division at Woodward Street. 62nd Street apparently is the major north-south carrier of traffic through the adjacent neighborhood. I did not, therefore, think that traffic onto 64th Avenue at a proposed signal would be significant.

The matter of signalization is itself open for discussion. I am not certain that signalization would be required. Extension of 64th Street, north of Division, would primarily serve Mt. Tabor Park. The only residential population served would be those in the new Mittleman sub-division. Based upon relatively low volume of traffic, I believe the signalization issue needs further research.

RECEIVED

AUG 29 1980

BUREAU OF  
TRAFFIC ENGINEERING

*Division  
1980*

*SR*

*Return  
up.  
Please  
File*

I would like to point out the advantages that an intersection at 64th Street would have. First, the extension at 64th Street would allow the Parks Bureau to close its present access onto Division from the Maintenance yard in favor of a new entrance to the maintenance quarters off of 64th Street. If you have ever viewed the present Park Bureau facility access off Division, you would know that it is extremely dangerous and does not permit safe access to the site of other than automobile traffic. Automobile traffic is only a small portion of the vehicular traffic generated by the Mt. Tabor Yard.

In addition, as you are aware, the Water Bureau presently owns the reservoir site at 60th and Division. It is my understanding that the Water Bureau has been quite anxious to sell this property for the last two years. Sale of the property has been postponed while the Parks Bureau tries to determine whether there might be a better or alternative recreational use for the site. It is my understanding that should the Park Bureau not be able to convert this site successfully, it would be placed on the open market. It would be my presumption that prospective buyers would request a zoning change so that the property might be used for commercial or high density residential land. In either event, this would call for additional access points onto Division. By an extension of 64th to Division, access might be given onto 64th rather than Division thus controlling the number of access points.

Lastly, I would like to initiate a discussion relative to circulation and transportation in Mt. Tabor Park in general. As perhaps you are aware, road network in Mt. Tabor is predicated on three different factors. First, the Mt. Tabor Park area was originally sub-divided for residences. A portion of the road system reflects this old platt of sub-division. Secondly, the Water Bureau's use of Mt. Tabor for the various reservoir sites has caused the circulation to be designed to serve this capacity. Thirdly, the Parks Bureau interest and use of the site for recreation purposes has caused additional alterations to the road network toward leisure and recreational usage. The end result has been, I believe, an ineffective road network of which approximately 40% is non-usable or non-accessible to the public.

The Parks Bureau has been quite interested in the aspect of providing two to three maximum control points for Mt. Tabor Park with the possibility of eliminating some of the access points which are major sources of irritation to adjacent neighborhoods.

Mittleman property has served as a catalyst to cause the Park Bureau to research the plausible circulation alternatives further. I would like to request a meeting with yourself and Mr. Wetmore to further discuss this matter in the near future.

Thank you for your time and attention to this matter.

SR:lw

cc: Bill Wetmore



home furnishings

*Division*

SMITH'S

3016 S. E. DIVISION ST.

P. O. BOX 42408

PORTLAND, OREGON 97242

August 9, 1980

Traffic Engineering  
c/o Joan Loomis  
317 S. W. Alder #301  
Portland, Oregon 97204

Dear Ms. Loomis:

This letter is verification of ownership of houses on Division Street East of our parking lot, address, 3126 and 3138 S. E. Division and TV shop located West at 2932 S. E. Division.

Yours truly,

Howard Carlson  
Smith's Home Furn., Inc.

P. S. William Arata approves of 2-hour zone in area agreed upon in front of Mrs. Arata's residence located at 2940 S. E. Division.

OK WA

TR 10063+94

WOB 3124, 12, 17, 18, 19





3016 S. E. DIVISION ST.

P. O. BOX 42408

PORTLAND, OREGON 97242

July 17, 1980

Traffic Engineering  
c/o Brooks Koenig  
317 S. W. Alder, #301  
Portland, Oregon 97204

Dear Mr. Koenig:

Please consider this letter our request to change the time limit of parking area in front of our store at 3016 S. E. Division Street up to a 2-hour zone on Division between 30th and 31st.

I am requesting that this change also apply to S. E. 30th Avenue, bordering our business on the West, from Division to our property line on the South, and on both the East and West sides of the street.

This change is also needed on S. E. 31st on the West side of the street from Division to the driveway area.

Please contact me at 234-9351 if additional information is needed.

Yours truly,

Howard Carlson  
Smith's Home Furnishings, Inc.

HC:mk

*BJM*  
*7.21.80*



RECEIVED

JUL 17 1980

BUREAU OF  
TRAFFIC ENGINEERING

TR 10063 + 94  
W00 81211, 12, 17, 18, 19

*Division*

March 5, 1980

Connie McCready

RESIDENT  
2405 S.E. 78th Avenue  
Portland, Oregon 97206

Dear Portlander:

A recent inspection of the southwest corner of the intersection of S.E. Division Street and S.E. 78th Avenue showed visibility at the intersection was obstructed by an overgrown bush.

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

It is the recommendation of this Bureau that the bush be trimmed to a height of two feet. The City Vehicles and Traffic Code (Chap. 16.26.240, copy enclosed) the required portion of corner properties that must be kept clear of visibility obstructions.

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

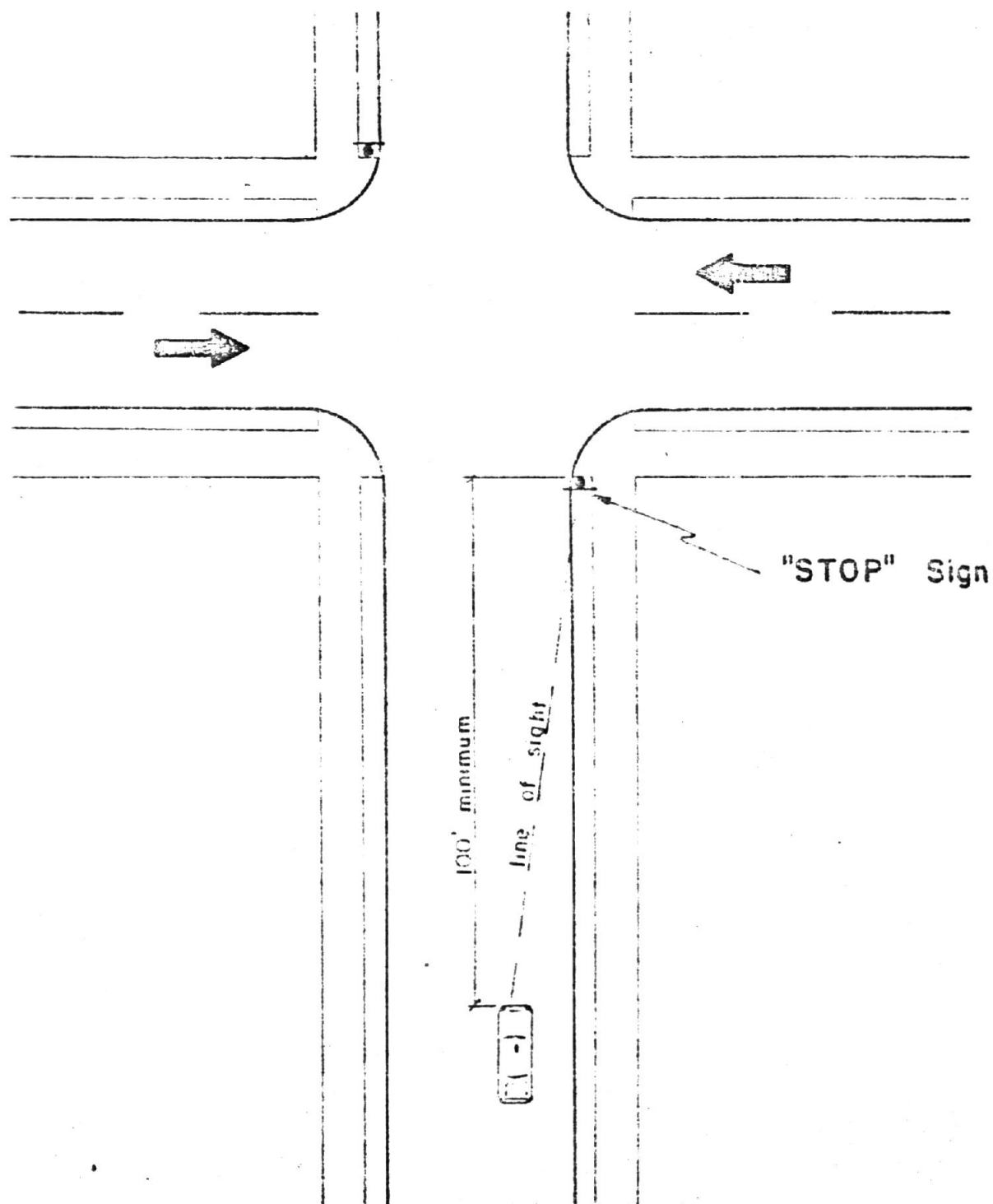
We appreciate your cooperation in helping make driving in Portland safer. For further information call Bon Evans of the Bureau, 248-4430

Sincerely,

M.J. Martini  
Sr. Traffic Engineer

2 Encls.

# TYPICAL APPROACH TO A "STOP" SIGN



Chapter 16.26.240 of the Vehicles & Traffic Code requires a minimum of 100' visibility of "STOP" signs.

16.26.240 Obstruction of vision at intersection. (Amended by Ord. No. 134294, 134768 and 141354 passed and effective Feb. 25, 1976.)

(a) It is unlawful for any person owning, occupying or having control of any premises to allow any tree, shrub or plant to grow or remain in the triangular area between a street intersection and a line that intersects each of the intersecting property lines at points 15 feet from their intersection and extended to the curbs or intersecting streets for more than 10 days after receiving written notice from the Traffic Engineer that the existence of said tree, shrub or plant constitutes a hazard to the safe movement of traffic. Such a tree, shrub or plant hereby is declared to constitute a nuisance, and it is the duty of the person responsible therefor to remove the same or keep it to a height which does not constitute a traffic hazard in the opinion of the Traffic Engineer.

(b) Unobstructed view of traffic signs. It is unlawful for any person, firm or corporation, owning, in possession of, occupying or having control of any premises within the City, to plant, maintain or allow any tree, shrub, bush or plant to partially or wholly obstruct the visibility of a stop sign, or regulatory sign, for a minimum distance of 100 feet as viewed from the normal vehicular approach.

Any and all such forbidden vegetation is hereby declared to constitute a nuisance, and it shall be the duty of the person responsible therefor to remove the same or trim and keep trimmed the same so that unobstructed view is maintained.



*Division*

March 5, 1980

Connie McCready

RESIDENT  
2405 S.E. 78th Avenue  
Portland, Oregon 97206

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We appreciate your cooperation in helping make driving in Portland safer. For further information call Bon Evans of the Bureau, 248-4430

Sincerely,

M.J. Martini  
Sr. Traffic Engineer

2 Encls.



March 13, 1980

MEMO TO THE FILES

*Bill Stark*

FROM: Bill Stark

SUBJECT: Bus Advantage Signal, S.E. 60th/Division

During the Division Corridor Project meetings there has been considerable discussion with Tri-Met regarding bus advantage signals, curb extensions and the reduction of lanes on Division between 60th and 82nd. Tri-Met has indicated that the treatment proposed for Division would actually hinder transit rather than improve it. They indicate that they have no problem now operating out of the mandatory westbound right turn lane at 60th.

Under present lane arrangements, an eastbound bus signal is not needed at 60th since there are two lanes. While a bus signal may be advantageous to some westbound buses, I feel the disadvantage to traffic far outweighs the advantage to the bus. Because of the heavy right turn (over 50% in a.m. peak) a bus signal would be actuated almost every cycle even though there is no bus.

If Division is reduced to one eastbound lane, a bus signal should not be considered unless a separate left turn lane is provided. The reasons are the same as given in Mike Bauer's memo of January 25, 1980 regarding 39th/Belmont bus signal (see attached).

Peak hour count (7-8 a.m., 9-27-79) indicated 1,374 vehicles westbound of which 704 (51%) turned right and 670 (49%) proceeded west. The peak hour eastbound (4-5 p.m.) indicated 832 vehicles of which 53 (6%) turned left from the center lane, 270 (33%) proceeded straight ahead in the center lane and 509 (61%) proceeded east in the outside lane.

No benefit would be derived from an eastbound bus signal. It is questionable whether a westbound bus signal would be beneficial because of the heavy volume of right turns which delays the bus in arriving at the head of the lane. During off peak hours the bus has no problem.

There is sufficient capacity now to accomodate a bus signal for westbound traffic. However, a special detection system for buses should be installed if it is decided to go with the signal.

BS/as

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

January 25, 1980

INTEROFFICE MEMORANDUM

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

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

The studies are inconclusive:

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

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

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

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



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

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

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

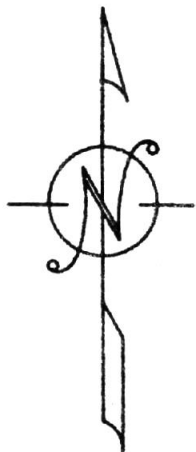
In applying what we have learned from S.E. 39th and Belmont to the other two locations on S.E. Belmont, it appears that it could be feasible to install a bus advantage signal at S.E. Belmont and 20th, but not necessary. S.E. Belmont at this location is oneway eastbound so the left turn problem experienced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

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

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

This material is for your review and comments.

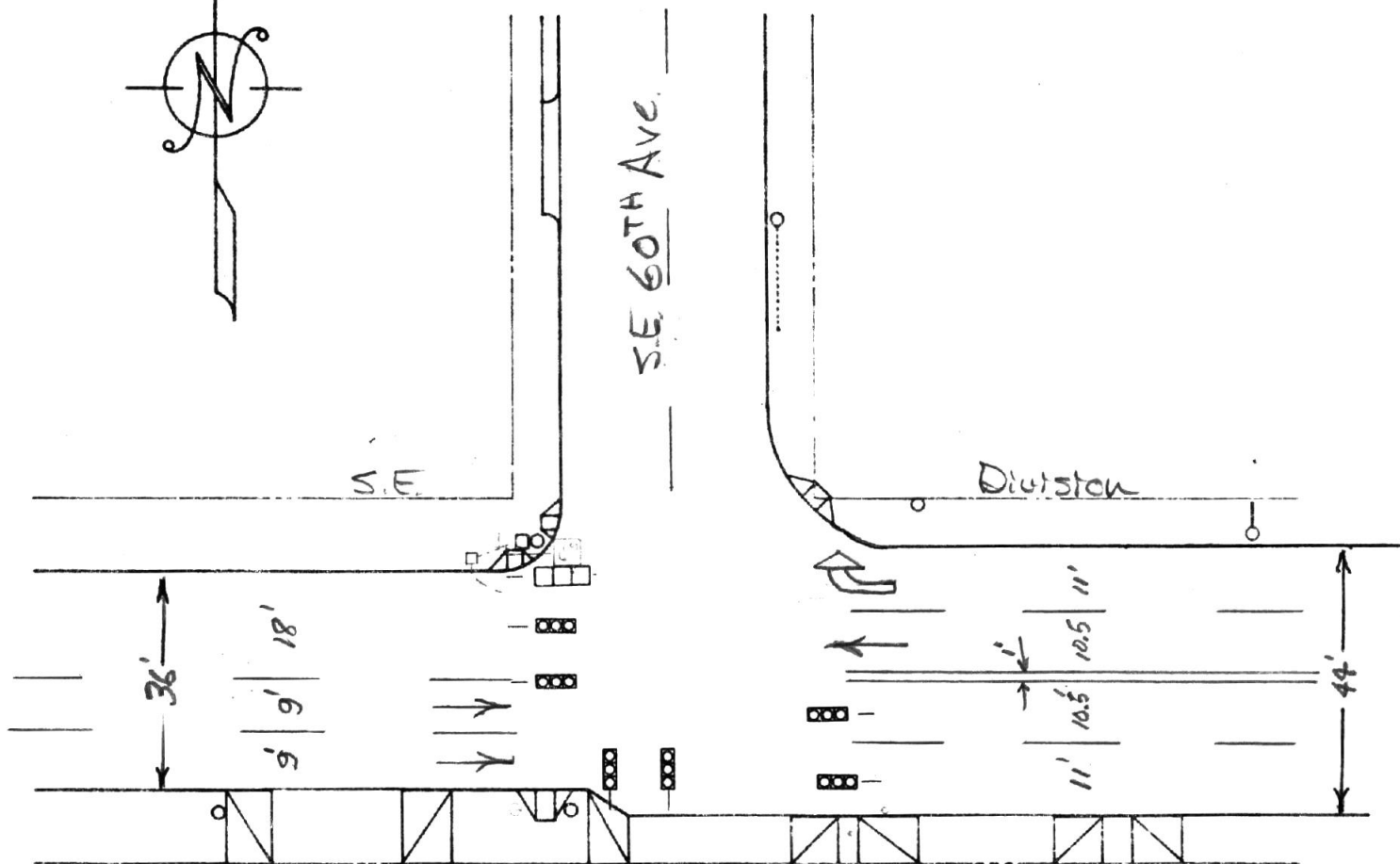
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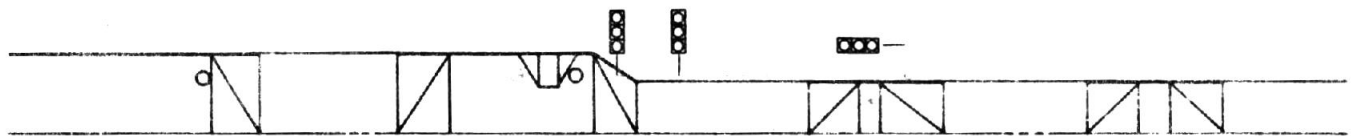
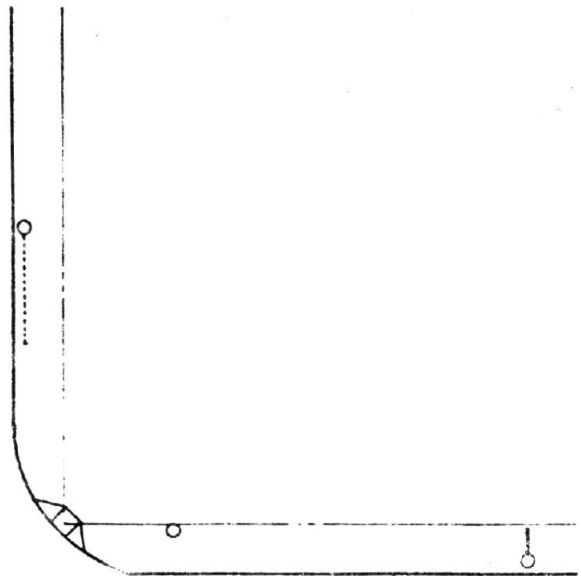
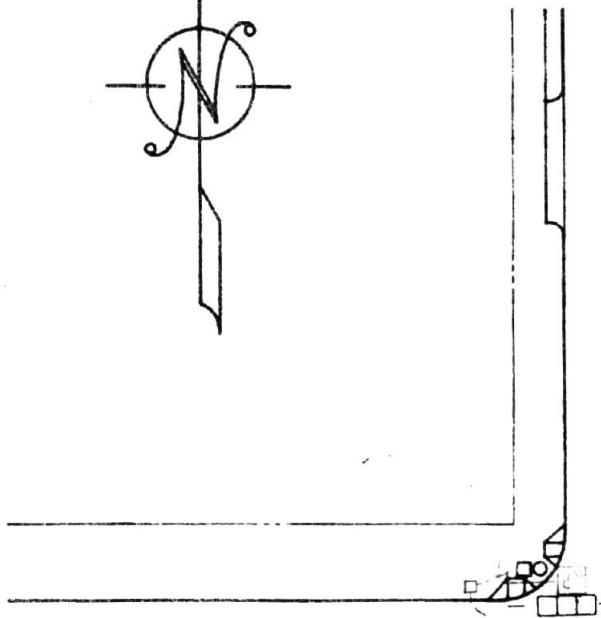
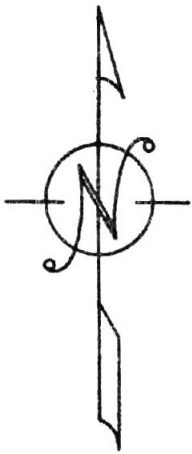
SE 60TH AVE.

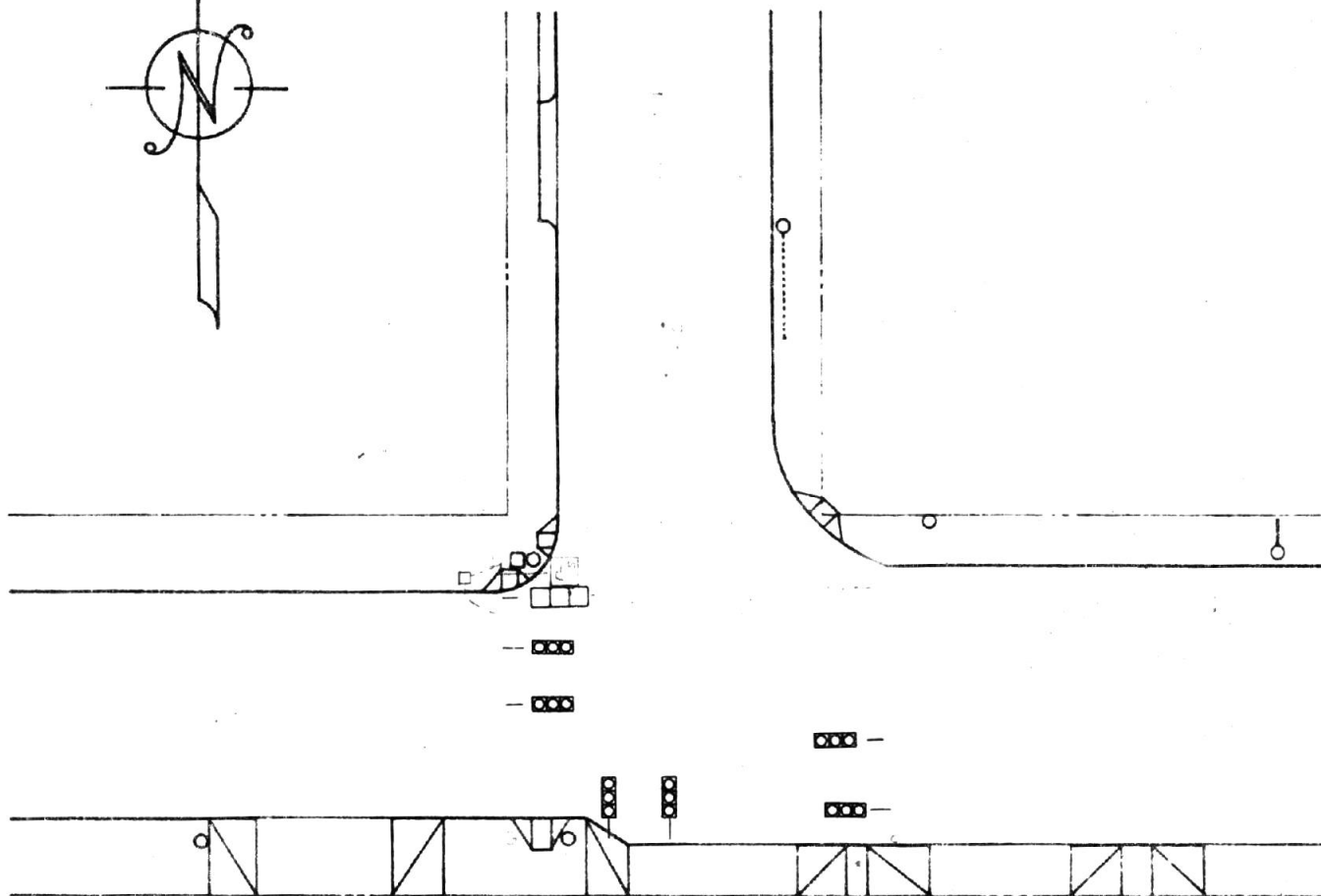
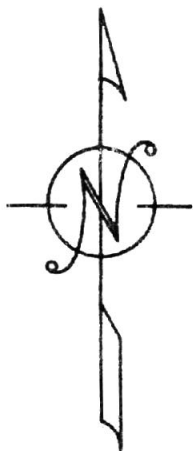
S.E.

Division











January 11, 1980

Mr. D. R. Allen  
2850 S.E. 74th Ave.  
Portland, Oregon 97206

Dear Mr. Allen:

You suggested that the traffic signal at S.E. Division and 76th Ave. be revised to include the intersection of 75th Ave.

We have reviewed the reported accidents for three years (1976-78) and find no accidents reported of a type susceptible of correction by a signal at 75th. The last count taken on 85th, south of Division, indicated a two-way total of 1,060 vehicles in 24 hours. Neither accidents nor traffic volume meet the minimum warrants for signalization.

On June 30, 1977 the City Council adopted the Arterial Streets Classification Policy. S.E. 75th Ave. is not classified as an arterial street. One of the objectives of the City is to discourage through traffic on streets not classified as arterials. A signal would attract more traffic to 75th.

We don't recommend a signal at 75th and Division since (1) it doesn't meet minimum signal warrants and (2) it is not classified as an arterial street.

Sincerely,

M. J. Martini  
Sr. Traffic Engineer

MJM:WES:mc

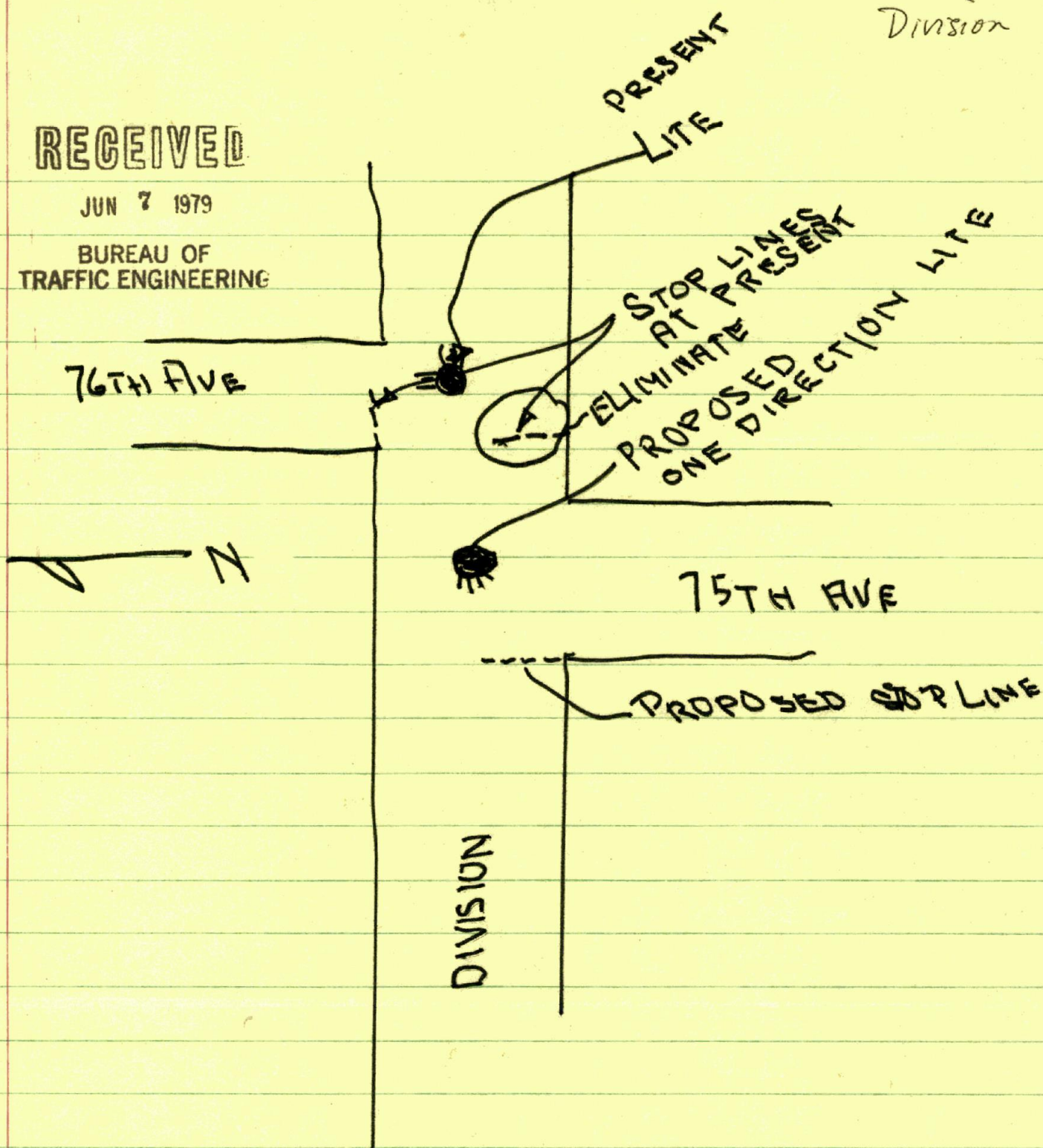
Tr 8362

Division

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JUN 7 1979

BUREAU OF  
TRAFFIC ENGINEERING



The above change would really increase the traffic flow particularly during peak traffic hours.

D.R. Allen

2850 S.E. 74TH



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

**COLLISION DIAGRAM**

LOCATION S.E. DIVISION ST. @ S.E. 15TH & 16TH AVES. COMPILED BY BOLLING  
PERIOD COVERED 1-1-76 TO 12-31-78 DATE 6-14-79

**LEGEND**

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

PED. FAT.  
87-F 4-16-77

S.E. 16TH AVE.

S.E. DIVISION ST.

S.E. 15TH AVE.

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

COLLISION TYPE	1976				1977				1978											
	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end		1	4	5		3	1	4		1	3	4								
Sideswipe										1		1								
Turning Movement			2	2		1	3	4		1	2	3								
Parking																				
Non-collision																				
Fixed Object					1	1		2												
Pedestrian						1		1												
Backing																				
Misc.																				
<b>TOTAL</b>		1	6	7	1	6	4	11		3	5	8								