

file Fremont  
1980

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

July 29, 1980

*From* Joan A. Loomis  
*To* C.J. Masco *bjm*  
*Addressed to*  
*Subject* Beaumont School Bus Zones

Beaumont School is a Middle School (grades 6-8) bounded by N.E. Fremont, N.E. Bryce, N.E. 39th and N.E. 42nd. The school building entrances face N.E. Fremont and N.E. 42nd. Crosswalks and bus zones are unpatrolled. Every day primary age children are loaded and unloaded in Beaumont's bus zones for other schools.

Before the recent change in placement of bus zones, buses loaded and unloaded on the south side of N.E. Bryce. The length of Bryce was signed "No Parking in this Block" with the rider "Except Buses" with yellow painted bus zones. Residents of Bryce complained that they were unable to use their driveways while the buses were using the narrow street.

Fremont was unrestricted from 42nd to 39th, except for some "No Parking" in front of the school and a 30 minute zone at the driveway.

At the request of the City Council (1980 Calendar numbers 571 + 649), the school bus zones were moved from Bryce to Fremont. The "Except Buses" signs were removed from Bryce leaving the south side "No Parking in this Block" from 39th to 42nd.

The total footage of bus zones on Fremont is 345', which will handle the maximum number of buses which might use the zones simultaneously.

On the north side of Fremont, immediately west of the driveway, one "Bus Zone" "No Parking 7 am to 4 pm School Days" was installed especially for activity buses and field trips. The remainder of that side was signed "Bus Zone No Parking School Days 8-9 am and 2-4 pm" and "30 Minute Parking" west to the end of the school property.

I monitored the first two weeks that the zones on Fremont were used and observed:

1. Fremont has one driving lane in each direction. Cars are normally parked on the south side. When buses occupied the bus zones on the north side, traffic slowed down and often stopped. The majority of west bound drivers moved over to the center of the road to move away from the buses. Some drivers saw there were school buses and stopped.
2. Some children and many teachers ignored crosswalk signs and jaywalked.

3. Buses didn't always pull up bumper to bumper which would allow children to run out into traffic hidden by the buses (although none did during my observation).
4. Teachers were not able to park on the north side of Fremont so they parked on the south side and into the neighborhood streets.
5. Cars loading or unloading stopped in the bus zone as they had nowhere else to stop in front of the school. This forced buses to "push" cars out, or stop in the "No Parking". Some people actually parked in the Bus Zone and left during the zone hours. Although the signs are as clear as they can be, they must be read carefully.
6. Although "30 Minute Parking" on Fremont was created at the expense of full time bus zones, I never saw a car use the "30 Minute" zone properly. The only time cars parked in the "30 Minute" zones was to go into the school or to pick up a student and occurred while the zone was illegal.
7. Often buses didn't pull up to the end of the Bus Zone forcing later buses to stop in "No Parking".
8. The driveway on Fremont between the school and the east end of the bus zones created hazards when school district vehicles and private cars tried to use it during bus zone times. Buses using zones blocked vision from the driveway of east bound traffic. Later when the driveway was chained off, vehicles still tried to use it, which caused them to back onto Fremont to exit, or park extending into the bus zone while removing the chain.
9. Children are waiting for buses on Fremont without any supervision. Several times I saw younger children shove each other into the street. Older children played "catch" going into the street.
10. Buses must pull up bumper to bumper in order to block passage into the street between buses. Some buses are scheduled to leave before others, but cannot because they are bumper to bumper.
11. Buses often have to wait quite a while before traffic stops and they can pull out. Several times they have come close to clipping passing traffic.
12. Buses have often hit tree limbs on Fremont with side mirrors or the body of the bus.



C.J. Masco  
July 29, 1980  
Page 3

I Recommend:

1. Adult supervision morning and afternoon at bus zones and crossing guards until children leave the area.
2. Park Bureau trimming trees on Fremont regularly to keep signs visible and enable buses to pull up close to the curb.
3. Buses pulling up bumper to bumper and leaving in sequence.
4. Chaining off the driveway during zone hours.
5. Creation of a "10 Minute Zone" for parents to pick-up children.

JAL/as

- P. S. Video tapes made during the initial two weeks of the new bus zones are on file at Traffic Engineering. A report from the Northeast District Traffic Engineer will follow.

*Fremont*

May 6, 1981

Mr. E. John Rumpakis  
N.E.W.S. Realtors  
4100 N.E. Fremont  
Portland, OR 97212

Dear Mr. Rumpakis,

I am sorry that there was some misunderstanding with regard to our last conversation concerning the intersection of N.E. 42nd and Fremont.

As we discussed, all possible locations for advance intersection warning signs are already being used for the legally required school signs. It would be possible to place a sign on the south side of Fremont directly in an approaching drivers line of sight but this would require some parking removal which you did not favor. The change of drivers seeing this sign if they can't see your building immediately behind it is rather slim.

The "small" green arrows to which you refer are actually 12 inches in diameter, rather than the standard 8 inch signal face and are the largest available. I still intend to install the reflectorized pavement markers we talked about but cannot do so until the maintenance people purchase the machine for glueing them down.

It is unfortunate that almost every "T" intersection has a higher than average accident problem. This is due to the fact that some drivers are in a condition which the best possible traffic signing cannot control. It is for this reason that your problem can never be totally corrected.

I hope you now have a better understanding of our position in this matter and please contact us if you have additional question.

Sincerely,



T.V. Neely  
Traffic Engineer

TVN/as

cc: Mayor's Office

**N.E.W.S., REALTORS**  
4100 N.E. Fremont Street  
PORTLAND, OREGON 97212

# Memo

**LETTER**  
April 23rd, 1981

**1 (503) 281-1261**

To **Mr. T. V. Neely**  
Traffic Engineer N.E.  
CITY of PORTLAND  
317 S.W. Alder Room 301  
Portland, Oregon 97204

Date **Mr. T. V. Neely**  
Traffic Engineer  
Subject **December 23rd, 1981**  
Correspondence

Dear Mr. Neely:

Enclosed herewith is a copy of a letter sent to you last year after we visited about our concerns at this intersection... particularly the traffic north of Fremont heading south and making turn from N.E. 42nd Avenue on to N.E. 41st or to Fremont. As indicated previously our building has been hit and threatened on more than two occasions by traffic failing to negotiate turn.

There is no appropriate sign indicating a turn other than the small arrow inside the signal green light which is obscure during fog, etc. It is difficult for me to imagine why a large arrow for turning on a non-busy non-light intersection such as N.E. 27th and Multnomah, - while ours remains vulnerable and hazardous. I am disappointed that we have not been contacted to date about any further input or possible solution... it has been four months.

CC: Frank Ivancie

**E. JOHN RUMPAKIS**

☒ Please reply

☐ No reply necessary

SIGNED

E. John Rumpakis

NEWS, REALTORS  
4100 N.E. Fremont Street  
PORTLAND, OREGON 97212

LETTER

1 (503) 231-1261

Date December 23rd, 1980

To Mr. T. V. Neely  
Traffic Engineer N.E.  
CITY of PORTLAND  
317 S. W. Alder RM 301  
Portland, Oregon 97204

Subject

TRAFFIC ENGINEERING  
N.E. 42nd and Fremont St  
Portland, Oregon

Dear Mr. Neely:

Thank you for listening to our concerns on traffic safety for the neighborhood's busy intersection. As indicated, we have two recent occasions when automobiles traveling south on N.E. 42nd Avenue toward Fremont... fail to negotiate turn and have hit our tree and building. Incidents:

September 8th, 1977 shortly past midnight car came south on N.E. 42nd and climbed tree, horizontal tree limb in front of doorway at 42nd and Fremont Street...

December 18th, 1980 during the night a car traveling south on N.E. 42nd Avenue and skidded into our building and when the left damaged remains of car...



*Fremont*

July 24, 1980  
~~July 24, 1980~~

Eugene H. O'Neill  
3433 N.E. 33rd Pl.  
Portland, Oregon 97212

SUBJECT: 33rd and Fremont

Dear Sir:

As we previously discussed, the left turn refuges on N.E. 33rd were installed with the approval of the Alameda Neighborhood Association. Any altering of the existing channelization would also require this same approval. The present contact person for this organization is Nancy Davis 2600 N.E. Ridgewood.

If you need additional information, please contact T.V. Neely (248-4295) who is ~~your district~~ Traffic Engineer.

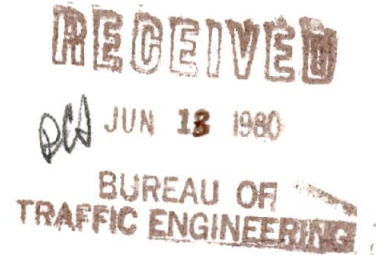
Sincerely,

M. J. Martini  
Sr. Traffic Engineer

TVN:ah

Fremont

June 4, 1980



Mr. D.E. Bergstrom  
City Traffic Engineer  
420 SW Main Street  
Portland, Oregon 97204

Re: Traffic Control and Traffic Flow Problems at the  
Intersection of NE 33rd and Fremont Street

Dear Mr. Bergstrom:

This supplements prior conversations with Mr. Martini concerning traffic flow problems at the abovementioned intersection. Specifically, I am concerned with the fact that you are apparently going to retain the left turn lanes for north and southbound 33rd Avenue traffic to initiate turns onto Fremont Street, and the apparent unrestricted use of 33rd Avenue for any type of vehicular traffic twenty-four hours daily.

Regarding the first point, it is my understanding that any property owner whose property line is within 500' of the intersection in question is supposed to be contacted prior to any such control being installed. Using that premise, it would appear to me that all residents on NE 33rd Place, between Beakey and Fremont, should have been contacted. It is not my desire to belabor that point, but I certainly believe that any further decision should not be reached without input from those individuals. Since the left turn lane restricts moving traffic to one lane, it is my opinion that it creates more of a traffic congestion problem, and increased flow on neighborhood streets, than existed prior to the changes you have made in that traffic control signal on 33rd and Fremont.


Regarding the vehicle flow situation, there appears to be an increased amount of heavy truck traffic, including tractor-trailer types rigs, using this section of 33rd Avenue, oftentimes at hours such as 3:00 or 4:00 AM. I would appreciate your enlightening me as to what action

Page 2

may be initiated to enforce some utilitarian restriction of the type of vehicle flow on 33rd Avenue, which I assume you define as a "neighborhood collector street".

Thank you for your courtesy, and I would appreciate any enlightenment you may offer on the above queries.

Yours truly,

  
Eugene H. O'Neill

EHO:js

CC: Cowles Mallory  
Alameda Neighborhood Association  
3221 NE Alameda  
Portland, Oregon 97212

M.J. Martini  
Sr. Traffic Engineer

Mayor McCready

*P*



*Handy*

June 4, 1980

*SEE LETTER WE  
Wrote him*

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*wrote 9*  
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Fremont

July 25, 1980

Resident  
8917 N.E. Benjamin Avenue  
Portland, Oregon 97220

Dear Portlander:

A recent inspection of the "Stop" sign on the east side of N.E. Benjamin Avenue at Fremont Street showed that the sign was obscured by a row of overgrown trees.

In order to provide adequate stopping distance for "Stop" signs, it is necessary to have a minimum of 100 feet clear visibility, as shown on the attached sketch.

The City Vehicles and Traffic Code (Chap. 16.26.240, enclosed) states that no planting can legally be allowed to partially or wholly obstruct the visibility of a "Stop" sign. Please trim the trees to a height of four feet or less.

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

Thank you for your cooperation in helping to make driving in Portland safer. For further information, call Bob Evans of this Bureau, 248-4430.

Sincerely,

M. J. Martini  
Sr. Traffic Engineer

BE:ah

2 Encls.

*Fremont Bridge*

July 7, 1980

MEMORANDUM

TO: Beverly Geiger, Mayor's Office

FROM: M. J. Martini

SUBJECT: Report on Cook Street Ramp to and From Fremont Bridge

The ramp was opened to on ramp traffic only early in 1974, with no right turns allowed from Cook.

It was later reconstructed and opened to on and off traffic on July 22, 1977 with access to and from Emanuel Hospital and Stanton Yard area only. This was the option chosen by the City Council in Resolution 31864 and included the present turn restrictions.

Our observations have shown a violation rate of about 80%. The signing is well placed and in good condition, so it must be assumed that the violations are intentional and due to the drivers not believing there is a reasonable need for the restriction.

At the public hearing, held to determine which option the neighborhood wanted, the major objectors to making the ramps easily accessible were not people from the immediate area but those from N. E. Fremont Street, as far east as 33rd Avenue, who feared increased traffic due to the attraction to the Fremont Bridge. This does not appear to be a valid argument since anyone wishing to use the ramps is doing so now and ignoring the signs.

Recent counts show the combined volumes on these ramps of 5,000 per day. With an 80% violation rate, we are faced with a very large number of potential traffic tickets.

Since the office has received no complaints about the present volume of traffic from the neighborhood, it would appear that they are not bothered. However, we are sure that Emanuel Hospital is not pleased with that 20% of the legal drivers who obey the turn restriction signs and go through the hospital grounds.



Beverly Geiger

- 2 -

July 7, 1980

Perhaps the Council might consider a 90 day trial period with the turn restriction signs covered and counts taken to determine if volumes increase to levels considered unacceptable to the neighborhood;;or maybe a predetermined limit could be set and if exceeded, the signs would be reinstated.

Other than this, there is nothing to be done except learn to live with the high enforcement rate and the resultant complaints of the ticketed motorists.

TVN:jjp

cc: David Magin

June 9, 1980

Joan Loomis

Charley Masco

### Beaumont School Bus Zones

Beaumont School is a Middle School (grades 6-8) bounded by N.E. Fremont, N.E. Bryce, N.E. 39th and N.E. 42nd. The school building entrances face N.E. Fremont and 42nd. Crosswalks and bus zones are unpatrolled. Every day primary age children are loaded and unloaded in Beaumont's bus zones for other schools.

Before the recent change in placement of bus zones, buses loaded and unloaded on the south side of N.E. Bryce. The length of Bryce was signed "No Parking in this Block" with the rider "Except Buses" with yellow painted bus zones. Residents of Bryce complained that they were unable to use their driveways while the buses were using the narrow street.

Fremont was unrestricted from 42nd to 39th except for some no parking in front of the school and a 30 minute zone at the driveway.

At the request of the City Council (1980 Calendar numbers 571 to 649), the school bus zones were moved from Bryce to Fremont. The "Except Buses" signs were removed from Bryce leaving the S/S "No Parking in this Block" from 39th to 42nd.

On the N/S of Fremont immediately west of the D/W, one "Bus Zone No Parking 7 am to 4 pm School Days" was installed especially for activity buses and field trips. The remainder of that side was signed "Bus Zone No Parking School Days 8-9 am and 2-4 pm" and "30 Minute Parking" west to the end of the school property.

The total distance on Fremont is 345' which will handle the maximum number of buses which might use the zones simultaneously.

I monitored the 1st two weeks that the zones on Fremont were used and observed:

1. Fremont has a parking lane on each side and a driveway lane in each direction. Cars are normally parked on the S/S when buses used the bus zones on the N/S traffic slowed down and often stopped because the majority of west bound drivers moved over to the center of the road to move away from the buses, and some drivers seeing there were school buses stopped.

2. } same as 1st draft  
3. }  
4. }  
5. }



6. Although some 30 minute parking on Fremont was created at the expense of full time bus zones, I never saw a car use the 30 minute zones properly. The only time a car parked in the 30 minute zones were to go into the school or to pick up a student and occurred while the zone was illegal.
7. Same
8. The driveway on Fremont between the school and the east end of the bus zones created hazards when school district vehicles and private cars tried to on in and out during bus zone times. Buses in the zones blocked vision of E/B traffic. Later when the driveway was chained off, vehicles still tried to use it, which caused them to back onto Fremont to exit, or park extending into the bus zone while removing the chain.
9. Same
10. Buses must pull up bumper to bumper in order to block passage into the street between buses. Some buses are scheduled to leave before others, but cannot because they are bumper to bumper.
11. Same
12. Buses have often met tree limbs on Fremont with side mirrors or the body of the bus.

I recommend:

1. ~~Supervision of~~ bus zones, until children leave the area.
2. Parks Bureau trimming trees on Fremont regularly, to keep signs visible and enable buses to pull up close to the curb.
3. Buses pulling up bumper to bumper and leaving in sequence.
4. Chaining off the Driveway during zone hours.

*Martini*

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

*Fremont*

DATE 5/5/80

To: Dick Speer

           FOR YOUR ATTENTION & REPLY  
           FOR YOUR INFORMATION

           PLEASE INVESTIGATE & REPORT  
           PLEASE ANSWER OR ARRANGE

Note: This is to confirm a conversation I had with Jim Wilson last Friday having to do with double signal heads as required by the Manual.

On two lane streets, I asked Jim to change the specifications immediately so that we have one overhead light mounted on the span and one 3-light vehicular head mounted appropriately according to standards on the far right of the intersection, I guess that would be over the pedestrian indication.

I asked Jim to prepare the work orders for the intersection of 33rd and Fremont so this is taken care of right away. Would you check this through Martini and make sure that that neighborhood association knows what's going on.

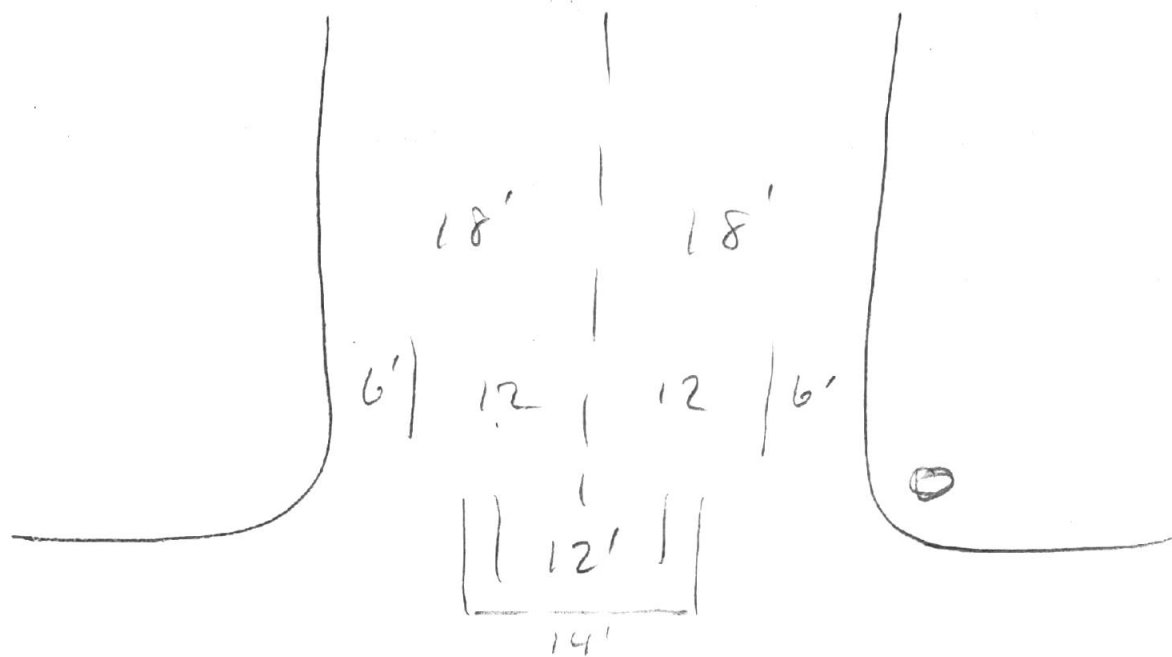
DEB:jjp (83)

- 1- 12- BURNSIDE - 44'
- 2- 92- Harold - only one to be affected
- 3- 82- MADISON - wide 4-lanes
- 4-5 - N. Port. - Montaine - Missouri - wide 4-lanes

*RSJ*

*T.V.*





THE CITY OF  
**PORTLAND**



**OREGON**

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

May 9, 1980

Nancy Engdahl  
3926 N.E. 32nd Ave.  
Portland, Oregon 97212

Dear Ms. Engdahl:

Just a short note to let you know that we will clean up the intersection of N.E. 33rd and Fremont by removing the covered left turn signal heads. Heavy volume and narrow street made the left turn phase unworkable and the decision has been reached to remove it. This also conforms to the neighborhood association wishes.

Federal requirements that two signal heads be seen by each movement also add to the overhead clutter. To meet these requirments we will mount one set on the far right hand corner. This work will be done shortly and we are sure that the appearance of this intersection will be improved.

Sincerely,

M. J. Martini  
Sr. Traffic Engineer

MJM:mc

cc: Jim Wilson

*Fremont*

OFFICE OF  
Connie McCready  
MAYOR



1220 S.W. FIFTH AVE.  
PORTLAND, ORE 97204  
503 248-4120

THE CITY OF  
PORTLAND, OREGON

April 28, 1980

Jeanne Dunn  
32410 N. E. Beakey  
Portland, Oregon 97212

Dear Ms. Dunn:

I am asking Don Bergstrom, City Traffic Engineer,  
to respond to your concerns with the traffic signal  
at 33rd and Fremont.

He will be in touch with you shortly, and I will  
receive a copy of his findings. I appreciate your  
sharing your thoughts on this matter.

Sincerely,

Connie McCready -  
MAYOR

CM:bd

cc: Don Bergstrom

RECEIVED

MAY 6 1980

BUREAU OF  
TRAFFIC ENGINEERING

*I've lived in this area most of  
my life & share your  
indignation & have already explained  
to Traffic Engineering about what I  
consider a snafu & expensive  
signalization?*

April 18, 1980

Jeanne Dunn  
3410 N. E. Beakey  
Portland, ORegon 97212

TO WHOM IT MAY CONCERN:

Seems like we have lots of "misunderstandings" in this fair City of ours! While reading about the big bonfire, I couldn't help but think about what has happened on the corner of 33rd and Fremont concerning the signals.

Have lived in this area all my life and couldn't believe it when they changed the corner (?) the way they did. It is now a really dangerous intersection because no one knows which lane or way they're suppose to turn.

When I think of the thousands of dollars that have been spent to go into this mass confusion, I get a little upset.

City forefathers, when are you going to correct your errors and put this "mess" back into order?

Mrs. F. E. Dunn  
3410 N. E. Beakey  
Portland, Oregon 97212

P. S. The obvious , of course, is to have a "No Left Turn" as it was from 33rd onto Fremont -- and Fremont going south on to 33rd.

PHONE - 284-0168

**Jeanne  
Dunn**

RECEIVED

APR 21 1986

PUBLIC WORKS

Friday - April 18<sup>th</sup>

To whom this may concern:

Seems like we have lots of  
"misunderstandings" in this  
city of ours! While standing about  
the big bonfire, I couldn't help  
but think about what had  
happened on the corner of 33<sup>rd</sup> &  
Fremont, concerning the signals.  
Have lived in this area all my  
life & could, in time it were  
they changed the corner the  
way they did. It is now a

o  
tion,



really dangerous intersection, the  
index shows buses which have  
or may they're supposed to turn.  
Then I think of the thousands  
of dollars that have been spent  
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City fathers, where are  
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order?

Mrs. J. E. Rume  
3410 N.E. Drakey  
Portland 97212

The obvious of course is to have a m.  
left turn as it was from 33rd onto  
Tunnicliffe — and then going south onto 33.

1-800-247-0201

Student Transportation Services

April 4, 1980

*Neely*  
Mr. Paul Smith, Principal  
Beaumont School  
4043 N.E. Fremont Street  
Portland, Or. 97212

Dear Mr. Smith:

SUBJECT: Loading Zone

The safety concerns that I have for your school demand immediate attention. The primary problems are safe loading and unloading of students at Beaumont. The other is traffic congestion on Fremont while students are loading and unloading and also students that must cross Fremont.

I would like to suggest a plan of action for the remainder of the school year. May I suggest that Student Transportation, School Police, Portland City Engineers and Columbia Bus Services monitor the safety concerns daily. I have conversed with all departments regarding this need. (Please see attached schedule)

When the above departments are monitoring safety concerns at Beaumont, they should use a camera or video tape while viewing various traffic and pedestrian hazardous. After each department has completed their viewing, I would like the material in this office as soon as possible. If you should have further questions, please give me a call. Thank you.

Sincerely,

*James L. Jackson*  
James L. Jackson  
Safety/Training Officer

Attachment

CC: Ed Green, Coordinator  
School Police  
Portland City Engineers  
Columbia Bus Services  
Dick Ehr

**RECEIVED**  
APR 9 1980  
*see 4-8-80*  
BUREAU OF  
TRAFFIC ENGINEERING



SAFETY SCHEDULE FOR BEAUMONT

4043 N.E. FREMONT ST.

April 7 - 11	Student Transportation
April 14 - 18	School Police
April 21 - 25	City Engineers
April 28 - May 2	Columbia Bus Services
May 5 - 9	Student Transportation
May 12 - 16	School Police
May 19 - 23	City Engineers
May 26 - 30	Columbia Bus Services
June 2 - 6	Student Transportation

JJ/dl

4/5/80

Tot D.B. Beaumont School Bus Loading  
3-18-82

Council proposal is To park busses on N. side of Fremont W. of 41<sup>st</sup> in A.M. & P.M. 1 hr. zone. This is undesirable for the following reasons

1. No where in The city do we load and unload school busses on a high volume thru street. (Fremont=9,291). This would be a dangerous precedent especially since the busses could not line up bumper to bumper because of the 40<sup>th</sup> Ave. "T" intersection.
2. The peak hours Time restriction with parking allowed all other times would be an impossible enforcement problem. What happens when the busses arrive and find cars in their bus zone? IT takes over an hour To Tow a car away. Where does the bus load? The children can't all be reached To Tell them of a change. The School Dist. says 1 hr. is Too short.
3. Presently, many Teachers park on this side of Fremont and if displaced by busses They will move To Bryce where the bus zone used To be. This won't help the neighborhood objection of congestion on their narrow (24') street.



School Dist Proposal  
is shown on attached map.

IT gets the busses off of Bryce and provides a safe loading method on Fremont. BUT the local merchants don't like the visual clutter. They want a cutout loading spot on Bryce instead of Fremont.

This would involve a retaining wall which the School Dist. does not like because of cost and possible safety problems. Also, this would not please the residents on the surrounding streets who object to the bus traffic past their homes.

The other alternative suggested by the merchants is to have the busses load on the school grounds. They would enter from Fremont and exit into Bryce. The School District feels this would be dangerous but the merchants claim that with proper fencing it would work. I don't think it would be safe for all hours of the school day which is when some of these busses arrive and leave (noon-etc.).

#### CONCLUSION

I think the original school Dist. proposal is the best solution to the residential neighborhood problems. I do recommend that it be altered to provide a six foot



grass strip for the existing trees (as per Wynstra) and that the sidewalk be widened from six feet to at least eight feet to give the kids more room to mill around when getting on and off the busses.

This bureau should ask the council to untable and reconsider its decision concerning the test period usage of Fremont St. for school bus zones as stated in council document # 649.

T.V.

Dep. says inst. what council wants & ask no questions.

T.V.

3-20-80

(250') p252 + one 35' p260 on E. end



cc 571 - 2-13-80

cc 649 2-30-80

- Signs up by 3/28

- notify school district that we will do this (EHR)

- response from district -

monitor/supervise - whatever

for first two weeks -

report of any problems (observe)

- TE - to observe same (Speak)

time period

→ report every day -

on any problem or potential problem

— Make - close ~~close~~<sup>CROSS</sup> walk

~~tailor signs to me conditions~~

Look at 42nd to see  
if parking could be allowed



BUREAU OF TRAFFIC ENGINEERING  
INTRA-OFFICE ROUTE SLIP

FROM

Dick

DATE

3/30/80

STAFF

BAUER

BERGSTROM

BOLLING

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

*Who asked for this  
report - DEB or  
Council?*

*If Council we  
should write report  
back to Council  
in that form*

PARKING PATROL DIVISION

*Mar. 28<sup>th</sup>  
signs*

# IMPORTANT MESSAGE

FOR T.V. Neely

DATE \_\_\_\_\_ TIME 11:46 A.M.  
P.M.

**WHILE YOU WERE OUT**

M Lloyd Guth

OF 415 2 FIREMONT

PHONE No. 288-3557

Area Code Number Extension

TELEPHONED	<input checked="" type="checkbox"/>	PLEASE CALL	<input checked="" type="checkbox"/>
CALLED TO SEE YOU	<input type="checkbox"/>	WILL CALL AGAIN	<input type="checkbox"/>
WANTS TO SEE YOU	<input type="checkbox"/>	URGENT	<input type="checkbox"/>
RETURNED YOUR CALL			

MESSAGE please call after

1:00 lives on Bryce

SIGNED Q.S.



N.E. DRYCE ST.

PROPERTY LINE

grade prob.

PLAYGROUND

BEAUMONT SCHOOL

N.E. 42ND AVE.

SEE DETAIL PLAN PROPOSED BUS UNLOADING

PLOT PLAN 1"=50'

RELOCATE EXIST. BACKSTOP

RELOCATE EXIST. FENCE

NEW CONC. WALK

NEW ASPHALT PAVING

EXIST. TREES TO REMAIN

297'-0" PARKING FOR SEVEN SCHOOL BUSES

N.E. FREMONT ST.

DETAIL PLAN-PROPOSED BUS UNLOADING

1"=20'

BEAUMONT SCHOOL  
PROPOSED BUS UNLOADING

SCHOOL DISTRICT NO. 1  
MULTNOMAH COUNTY, OREGON

ADMIN. SIDE	SEE N.E. CLACKAMAS ST.	ROETLIANS
REVISIONS		REARING NO.
DRAWN BY	EHR	
DATE	7/25/79	

MON 248-4295 DAVID MAGIN

MON 248-4295

DAVID MAGIN



*Fremont*

Mr. Jerry Hart

January 3, 1980

TO WHOM IT MAY CONCERN:

Regarding the operation of the traffic control signals at the intersection of N.E. 33rd Avenue and N.E. Fremont Street on October 29, 1978 our records show the following:

For vehicles north and southbound on N.E. 33rd:

Green---30.0 Seconds  
Yellow-- 3.0 Secpnds  
Red-----~~37~~.0 Seconds

For vehicles east and westbound on N.E. Fremont:

Green---21.6 Seconds  
yellow-- 3.0 Seconds  
Red-----35.4 Seconds

There is a period of 1.2 Seconds of all red for all vehicles immediately following each yellow indication.

The cycle length for one complete change is 60 seconds.

There were no reports of signal malfunction at this intersection on October 29, 1978.

I, Donald L. Burdette, District Signal Engineer, certify and affirm that I am a keeper of the public records regarding the foregoing information, and that the foregoing information is a true and correct copy of such records.



(2)

Donald L. Burdette  
District Signal Engineer

DLB:jc

Subscribed and sworn to before me this 3 day of January,  
1980.

Notary Public for Oregon  
My commission expires June 13, 1981

APPROVED:

James K. Wilson, Sr. Traffic Engineer

Fremont

May 14, 1980

Jeanne Dunn  
3410 N.E. Beakey  
Portland, Oregon 97212

Dear Ms. Dunn:

This is in answer to your concerns about N.E. 33rd Ave. and Fremont.

The original project installed left turn signals for north and southbound traffic. This was done as part of a project to reduce traffic driving through residential streets in order to bypass the no left turn signs at the signal.

It was found that there was insufficient capacity for this additional signal phase, causing some serious congestion.

The neighborhood association has been contacted and it is their desire that the left turn lane remain in operation, but that the signal for the left turn be removed.

Another problem is that the two signal heads, required by national standards, for each direction plus the left turn sign and signal appear to visually overpower the intersection.

We will clean up the clutter by removing unnecessary signs and signal heads and mount one of the signal heads at the side of the street.

N.E. 33rd & Fremont  
May 12, 1980  
Page 2

Additionally, we will add parking to clarify the left turn lane.

We certainly agree with you about the time it has taken to clean this intersection up.

Hopefully, the lesson we have learned here will help establish new standards which we will use throughout the city on narrow streets.

Sincerely,

D.E. Bergstrom  
City Traffic Engineer

DEB:mc

cc: Mayor McCready  
James K. Wilson  
M. J. Martini

*PLS*



Fremont

April 21, 1980

Joan Loomis

Charley Masco

# School Bus Zones at Beaumont School - N.E. Fremont, 39th-42nd

At the request of the City Council (#'s 571 and 649) the school bus zones were removed from Bryce and installed on Fremont. On Bryce the ~~signing~~ "No Parking in this Block", "Except Buses". "Except Buses" was removed. "No Parking in this Block" was ~~removed~~ as this was the original problem - that the street is too narrow with cars parked on both sides. Residents couldn't get out of their driveway.

On Fremont, immediately west of the school driveway one zone "Bus Zone - No Parking School Days" was installed. The remainder of the area was signed "Bus Zone - No Parking School Days" 8-9 am and 2-4 pm to the end of the school yard.

I monitored the first 2 weeks ~~of~~ the zones from March 28th through April 11th and observed a number of problems:

1. When buses were there congestion increased significantly because traffic slowed/drove over the center line/stopped completely.
2. Some children and many teachers ignored crosswalk signs - or jaywalked.
3. Buses didn't always pull up bumper to bumper so children could run out into traffic hidden by the buses (although none did during my observation).
4. Teachers were not able to park on the N/S of Fremont so they parked on the S/S and into the neighborhood.
5. Cars loading/unloading stopped at the bus zone as they had no where else to stop in front of the school. This forced buses to "push" cars out, or stop in the "No Parking". Some people actually parked in the Bus Zone and left during zone hours. Although the signs are as clear as they can be, they must be read carefully.
6. I never saw a car use the 30 min. parking between bus zone times.
7. Often buses didn't pull up to the end of the Bus Zone forcing later buses to stop in "No Parking".
8. Cars/Vans tried to go in and out of the driveway at the east end of the Bus Zone's. In either case the driver's vision was blocked. Later when the driveway was chained off, vehicles pulled in the driveway and stopped, and released the chain, or drive around it, which caused traffic.



Traffic Eng.

insufficient to give the feeling for the area and this was held over until this time to allow visitation of the site. At this time I would return this to the commission.

MC CREADY This is the one on S.W. 18th Drive?

RUTHERFORD Yes, 18th Drive.

MC CREADY Does the Council want a quick refresher on this. I've found my notes on this, but would the Council like a refresher. Had you had your opportunity to view it?

LINDBERG I think I have all the information needed to vote.

MC CREADY Did you have your viewing trips? I'm aware of the area, so I didn't feel the need to go up there. All right. Questions by the Council?

LINDBERG Let me make sure that I know what an Aye and No vote is before I vote.

MC CREADY An Aye vote would uphold the Planning Commission. It would uphold the approval with conditions. A No vote would grant the variance -- is there more than one request there?

RUTHERFORD No.

MC CREADY Did we not say that there would not be additional testimony. We were just continuing it for a viewing trip. Call the roll.

The roll being called on the report resulted in Ayes, Commissioners Ivancie, Jordan, Lindberg, Schwab and Mayor McCready, 5; whereupon the report was declared adopted.

MC CREADY Oh, wait a second. No, I'm sorry, on 648-- May I have my vote recorded as No.

CROELL That would be Ayes 4, and Nays 1.

MC CREADY Yes.

The roll being called on the report resulted in Ayes, Commissioners Ivancie, Jordan, Lindberg and Schwab, 4; and Mayor McCready, Nays, 1; whereupon the report was declared adopted.

(649) An appeal of Spencer Vail on behalf of John Rumpakis and others, neighbors, against the approval of a Conditional Use request of School District No. 1 for a school bus turnout at Beaumont School, located at N.E. Fremont and 40th Avenue, Blocks 1 and 2, Whiterose Addition, after the Planning Commission declined the Request for Review. (CU 87-79) (571)

SCHWAB I made a motion that died on a two to two vote.

LINDBERG Didn't you have the idea of putting the buses along that parking zone there in front of the school?

SCHWAB Yeah. I think my motion was that we have an hour in the morning and an hour in the afternoon when it would be only for school buses, and there would be signs put up saying no parking during those certain hours except school buses. If they needed

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one spot on the five days a week, we would have that no parking anytime, but just for one spot.

LINDBERG

Since I've come back from vacation I've spent a considerable amount of time being briefed on that, and all the results of the hearings. I am prepared to support Commissioner Schwab's recommendation.

YERKOVICH

The motion failed, so she's going to have to bring it back.

SCHWAB

I just made the motion.

IVANCIE

Second.

MC CREADY

All right. Now it's up for discussion. Again, we're not to take additional testimony, this was continued for a tie. Call the roll.

The roll being called on the motion resulted in Ayes, Commissioners Ivancie, Lindberg, and Schwab, 3; and Commissioner Jordan and Mayor McCready, Nays, 2; whereupon the motion was declared carried.

MC CREADY

Now, what do we do with this. What we have done is we have taken a stance. Do we need to file this particular request and give it no further consideration?

HURTIG

I think you just denied it. But it was with the condition that the Traffic Engineer make certain adjustments on the streets by signing.

MC CREADY

So we don't have to take an action on this before us, because by nature of the motion made and seconded she recommended a different plan than the Planning Commission.

HURTIG

You can vote on the document before you, and I assume that that will be denied, because something else has already been granted by motion.

MC CREADY

So we can dispose of the item before us.

HURTIG

Right.

MC CREADY

Shall we do it this way. By unanimous consent we will file it and give it no further consideration.

SCHWAB

Pardon me. That was supposed to have been for a six month period.

MC CREADY

I think they said there wouldn't be a six months because it will be empty.-

SCHWAB

A six month trial period is what we said.

MC CREADY

Even though it's going to be empty. Okay. Is that approved with the second, and approved with the three supporting votes. Fine.

CROELL

The school district would then have to reapply?

MC CREADY

No, this is granting something. They don't have to make an application.

SCHWAB

Why don't we just take the wording of last

week's motion. I believe that it says that we table this, and we put the other one in effect for six months. Couldn't we just copy the wording of last week's motion?

MC CREADY

That was to table this request and grant them that six months file period with the signs. I believe that was the way it was worded last time. I didn't write it down, but she'll have it in the minutes of the last time.

MC CREADY

I think a motion to table must be voted on independently.

SCHWAB

Then we can vote to table this one.

MC CREADY

Fine. I think that would be better. Then after your six months period you can bring this back up.

SCHWAB

As a separate motion I would move to table the 649 for a period of six months.

MC CREADY

Call the roll.

The roll being called on the motion resulted in Yeas, Commissioners Ivancie, Jordan, Lindberg, Schwab and Mayor McCready, 5; whereupon the motion to table Item 649 was carried.

650 An Ordinance, entitled, "An Ordinance permitting Portland Medical Center, Inc., to construct one parking level for 74 cars over the existing two level parking structure located on Lots 5-8, Block 253, Portland, along the east side of S.W. 11th Avenue between S.W. Alder and S.W. Washington Streets. (DPR 77) (Read Twice (572))

UNIDENTIFIED

Is Jessica Richman here. We'd like to let her go ahead, and then we have something to say.

MC CREADY

She really doesn't need your permission.

RICHMAN

I'll take permission from anybody I can get. President of the Downtown Community Association. 111 S.W. 10th, Room 425, Portland, 97205.

The ordinance before you today proposes to give Portland Medical Center Parking an additional 74 parking spaces. The Downtown Community Association objects to this strenuously on a number of counts.

Portland Medical Center has indicated that they need the additional spaces for several reasons. The main one being, that patients and doctors cannot find a place to park within a reasonable distance of the hospital. They also refer to a planned urgency center sometime in the future, and to problems in recruiting nurses. Portland Medical Center says that if they can't offer a place to park the nurses will go somewhere else to work. The neighborhood association does indeed sympathize with these problems, but we feel that there are alternatives to giving the Center additional parking.

The point was raised in last week's hearing about the 1.5 spaces to 1,000 square foot



February 13, 1980

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON, WAS HELD THIS 13TH DAY OF FEBRUARY, 1980.

Those Present Were: Mr. George Yerkovich, City Auditor; Mr. Gordon C. Croell, Deputy City Auditor; Mr. Robert L. Hurtig, Chief Deputy City Attorney; and Officer Rogers, Sergeant-at-Arms.

CROELL Start in with this afternoon, Your Honor?

MC CREADY I would think so. Is there anyone here on calendar items carried over from this morning's calendar?

UNIDENTIFIED 553.

MC CREADY Just one moment. Oh, that's right; 553. We'll take that one, and then if it is agreeable with the Council we will do the rest of this morning's calendar after the afternoon.

553 Ordinance No. 149148, entitled "An Ordinance authorizing commencement of condemnation proceedings for the acquisition of a parcel of land and the acquisition of a temporary easement, located in Block 6, Broadway Addition, and Lot 13, Fernwood Addition, to the City of Portland, Multnomah County, Oregon, for the construction of street improvements at N.E. 33rd and Broadway Streets, and declaring an emergency," was introduced by Commissioner Lindberg and read twice.

MC CREADY Is there discussion? Those present who would care to be heard? Third reading.

The ordinance was then read a third time and declared passed by the following vote: Yeas, Commissioners Ivancie, Jordan, Schwab and Mayor McCready, 4.

MC CREADY Anyone else here on this morning's calendar? Okay, we'll take the afternoon matters, then.

#### MATTERS CONTINUED

571 An appeal of Spencer Vail on behalf of John Rumpakis and others, neighbors, against the approval of a Conditional Use Request of School District #1 for a school bus turnout at Beaumont School, located at N.E. Fremont and 40th Avenue, Blocks 1 and 2, Whiterose Addition, filed after the Planning Commission declined the Request for Review. (CU 87-79) (42)

CROELL Your Honor, four remonstrances were received that were opposed to the conditional use and agree with the appeal. We have received ten letters favoring the petition of nine business people -- no, wait a minute. Ten letters favoring the conditional use and a petition of nine business people and 41 persons residing within the area, that favor the request and oppose the appeal. We have also received one late letter favoring, and the Council has copies.

MC CREADY So, what you are saying is that all of those various lists you mentioned are all in favor of the recommendation of the Planning Commission with the exception of the appeal, and you said there were four letters supporting the appeal as well. Do we have copies?

CROELL Yes, you do.

MC CREADY Okay. Staff?

WEISSER As noted, this is a conditional use for an

addition to Belmont School. What the school district is proposing to do is have a bus turnout to accomodate busses on N.E. Fremont. The school itself is changing character and it is now a middle school which involves additional children coming from greater distances and therefore the need for bus service.

A problem has occurred, according to the School District, in that the busses right now are using Bryce, which is the north property line street. Across the street are a number of homes. Bryce is very narrow, and has caused problems for the School District.

SCHWAB

Where do the busses go now?

WEISSER

On Bryce. It is my understanding they go on Bryce, which is the along the north property line and there are houses across the street and it is very narrow. The school district therefore, has applied for a conditional use for a bus turnout using Fremont. If you look at the maps attached to the appeal, for instance, on the land use map you can see the area designated bus turnout area along the south property line.

The busses would circulate either through the neighborhood or, and some might be approaching from the north or east in order to approach Fremont from the east and not have any left turns.

SCHWAB

How long have they been using Bryce Street?

WEISSER

I think you'll need to address that to the School District. I'm not really sure. The appeal filed, what you have copies of, indicates that some of the business people in the community do not wish the bus loading facility on Fremont and would prefer it either on Bryce through the School District or not at all.

When the parties, some of the business association or some of the business people in the neighborhood addressed some of these same concerns before the Hearings Officer of some other alternatives, either through the school using Bryce or no loading facilities at all, the Hearings Officer did take these into consideration in his report, and I think you will find findings especially on Page 4 and 5 which indicate the various alternatives which have been looked at.

Basically in the bottom line the Hearings Officer indicates that in his opinion, and therefore his decision, the School District's wish of having a bus turnout on Fremont is the best and the safest for the community and the children. Both the appellants and the Hearings Officer are present, if the Council does have specific questions on this particular issue.

The Fremont location is not perfect but it is far superior, according to the Hearings Officer's report, than the other alternatives. There are also some other bits of information that should



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be noted. Part of the School District's proposal is to have, in order to keep the incursion into the existing playground as small as possible, some modifications within the right of way would be required. Instead of having the busses go all the way into the schoolground and around the existing fence, move the fence and the sidewalk back and have part of the turnout in the public right of way and partly on School District property. This would require permits not only not only from the conditional use and the Building Bureau, but also modifications with the Public Works Department and the street department in order to do that, and the applicant is aware that both sets of permits would be required.

SCHWAB                      How many parking spots do they have to take off, do you know?

WEISSER                    There would still be parking basically along most of Fremont. There would be possibly one or two eliminated for the ingress curb cut and maybe one or two eliminated for the egress curb cut. The architects for the School District may be able to give you more specific information on that.

One of the concerns of the business community appears to be possible elimination of on-street parking in the area which evidently some of the business community is using or would like to use. Would you like to see the slides?

MC CREADY                Yes, we do. And George and I were just comparing notes. Neither of us thought there was parking along the school there for some time.

WEISSER                   The concerns of parking were issues brought up by the appellant. I don't think there is parking, at least not during rush hour traffic.

MC CREADY                I don't think so. George went to that school, didn't you.

SCHWAB                    You're not talking about rush hour, you're talking about during the day.

WEISSER                   Parking, period.

SCHWAB                    Is there parking during the daytime?

YERKOVICH                There was on the south side of the street but I don't think on the north side. I don't know.

MC CREADY                Fremont. Yes, sir?

UNIDENTIFIED            Are you speaking of Bryce Street?

SCHWAB                    Fremont.

UNIDENTIFIED            On Fremont you can park on the north side but not on the south. There is no parking on 42nd during school hours but there is parking on Fremont.

MC CREADY                There is no parking on 42nd Street during the school hours but there is parking on Fremont all the time? Both sides? So much for our recollections, George. Let's have the slides.



WEISSER                    We may be able to see some shots in that direction in a minute.

                          We are looking along Fremont to the west and you can see the school on the right edge of the slide. We are actually back at the intersection of 42nd where the bus turnout would be beyond the building. You can see a cross walk sign in the distance and then the bus turnout would be in the vicinity of the sign, which is beyond the intersection.

MC CREADY                What time of day were those pictures taken? There's no cars on the right hand side now.

WEISSER                   These were taken midday.

MC CREADY                There are no cars on the right hand side. Is that just by coincidence?

WEISSER                   That may be by coincidence.

IVANCIE                   Is this the crossing you are talking about? Where the turnout would be.

WEISSER                   It would be actually beyond there. Beyond there, yeah. Through there. We will move a little closer in a minute.

SCHWAB                   And where would the bus turnout be? Right where the marker is?

WEISSER                   We are going to get a little closer. This is now, we've stepped up to the building and then slightly beyond the building. There is a sign right there telling about the parking.

MC CREADY                Look at all those cars, and look at that no parking sign.

IVANCIE                   Thirty minutes. Right here.

MC CREADY                That says thirty minutes?

IVANCIE                   Yes.

MC CREADY                Of course, you're right up against it.

WEISSER                   Basically, what we'd have then is the school building is behind us. There is a strip of asphalt or blacktop area and you can see the curb cut in the foreground and then the bus turnout would come in this general vicinity. You can see the fence. The fence and the sidewalk would be moved to the right and the bus turnout would be basically right straight in front of us.

MC CREADY                And they would, if they get the permits from Public Works they would have a sidewalk and a fence. It would just be moved back a ways.

WEISSER                   Correct.

IVANCIE                   The sidewalk too?

MC CREADY                Yes,

WEISSER                   So this is the area where we're talking and there is some short term parking. You can see one of the concerns that was raised also was the trees and you can see a couple of trees

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in the distance. The proposal is to try to keep those trees. There is some concern if they would be affected. The School District has indicated that if any trees were to be casualties they would replace the trees.

We are now looking north from approximately the same area. The bus turnout would be from the left and there is a paved area to the center of the site. This, I think, was taken actually on a vacation time and that is why there are cars parked on the site. There were no children at the school on the day these were taken, and you can see the school building to the right. Bryce Street is the street in the distance and you can see the houses on the north side of the street.

Looking to the east ---

MC CREADY

At all that parking.

WEISSER

You can see there's a, looks like a yellow marking on the curbs there. Also, the intersection.

SCHWAB

Looking east?

WEISSER

Yes. The bus turnout would be behind us. The school is to the left.

SCHWAB

The truck is in the left lane.

WEISSER

It is coming west. The truck is basically following the same path the busses would be taking and they would be coming towards us and then going in the turnout which would be basically behind us. But it does show the proximity or the logistics of the school and the commercial center located around 42nd and Fremont. It also shows somewhat the intersection of 42nd in front of the school and then it does take a jog as you proceed to the south.

Across the street there is a gas station, from basically the eastern entrance area.

MC CREADY

Thank you. Questions by the Council?

IVANCIE

Do you have a diagram of this actual turn off? Is there a schematic, rather than just a map?

WEISSER

A partial one in your report and then also there is a large one which was too big to put in the Council letters.

MC CREADY

Okay. Shall we hear from the appellant or his representative?

SCHWAB

I just wonder first, because I am hearing all this about the middle school busses, I would like to know really before you start, if you don't mind, how many busses presently come and go there a day and how many there are now as a result of middle school, and is there someone from the School District who can answer that?

UNIDENTIFIED

There are at least nine busses on our street.

SCHWAB

Nine busses presently? Is it a middle school yet or not?

UNIDENTIFIED

That's not quite true.

SCHWAB I would like to hear from the School District. Is there somebody here from the School District?

SMITH I am.

SCHWAB How many busses, and how long has this been a middle school, just this year?

SMITH I am Paul Smith. I am the principal of Beaumont Middle School, and I think you want to know the exact number. What I have, I have eight busses coming in for the middle school and the reason I say it is not quite accurate, she is right that I have eight busses for the middle school but I also have two busses that come and pick up kids that go to Alameda for the primary school. I also have another bus that is the special education bus. That also comes. Now we're up to eleven.

IVANCIE How many busses did you have before?

SMITH Then we have two more busses that are activity busses, so we're up to really 13 busses.

SCHWAB How many busses did you have before you became a middle school?

SMITH I had, let's see, that was last year. I have only been there two years. We had four busses, I believe. Isn't that right, Jim? Four last year?

SCHWAB Just a total of four?

SMITH Well, four that brought the kids to school. We still had the two activity busses.

SCHWAB You had four plus two where you now have eleven plus two. So it has just about doubled.

SMITH We have 13 all totaled.

IVANCIE The middle school controversy, of course. I know we are not hearing that here.

SMITH Let's not use that, please.

IVANCIE But it is on the agenda if it has an impact on the neighborhood, as far as we are concerned. Did the school district talk about the number of busses in and out of that area at the time you were promoting the middle school concept?

SMITH Yes, they talked about it.

IVANCIE Did they talk about busses would be needed and the number and so forth?

SMITH Yes.

IVANCIE So, it is not news to those people up there, then, that they have to have these busses.

SMITH They talked about the number of busses that would probably be used.

SCHWAB At the local hearings?

SMITH Yes.



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SCHWAB                    So all the neighbors knew about it?

SMITH                    I don't know if all the neighbors heard about it, but they were supposed to have, yes.

IVANCIE                  How did that area vote on middle schools?

SMITH                    Beg pardon?

IVANCIE                  How did they vote on middle schools?

SMITH                    How did they vote on middle schools?

IVANCIE                  Or did it make a difference?

SMITH                    Do you want me to answer that one?

IVANCIE                  No, you have got to take your orders too, I know.

SMITH                    I'm only the Principal, Frank.

MC CREADY                Okay. Listen, we really have an issue before us. I can't let this get off into something that we all have feelings, I am sure, on the situation. But we have a situation now with an application for a bus turnout, and lots of luck, folks.

SCHWAB                    All I was trying to find out is if there were six and now there were eleven, what the nature is, you know, what the shift is.

MC CREADY                Yes, I understand.

VAIL                     My name is Spencer Vail. I am a Planning Consultant and my address is 4505 N.E. 24th in Portland. I represent Mr. Rumpakis, Mr. Malarkey and Mr. Stein, Mrs. Gerber and Dr. Taylor. All of these people have businesses in the vicinity of N.E. 41st and 42nd and Fremont.

                          We have some concerns over the School District's proposal; hence, the reason for our appeal. And we feel that we can come up with an option that is less expensive to the taxpayer, just as safe to the children, and have less of an impact to the neighborhood than the one that the School District has proposed.

                          Beaumont, of course, is a middle school and all the remodeling that was done to make it a middle school was internal remodeling. If you are familiar with Fernwood, when they went to a middle school they actually physically made changes to the building and added expansions. But in Fernwood, they made no on site provisions for their off street loading and unloading of their busses. They use Hancock Street between Beaumont and Kienow's.

                          In this particular instance, the School District initially started using Fremont and found that not desirable and moved over to Bryce Street to the north. I think you would recall from the slides and I kind of made a diagram that I would like to use when I discuss this with Council. This is the corner of 42nd and Fremont. This is Beaumont School. There is no parking in

front of the school from approximately this point to the intersection, although there is parking from the playground area basically west.

MC CREADY

Thirty minutes.

VAIL

Pardon me?

MC CREADY

Bright-eyed Frank read the sign and it said thirty minutes.

VAIL

Okay, but there is parking and it is limited at a certain point. You will recall the slide that you saw looking north into the paved area. That is an access where the garbage trucks now come to pick up garbage, the delivery for foods are made. You saw automobiles parked there that park there when there are activities going on for the particular school.

We would feel that rather than, as Mr. Fleerlage pointed out, the business men in the area and the neighbors do have legitimate concerns about coming in with the driveway at this location and exiting right next to this gentleman's driveway who has his garage right on the property line on the west end. Why not go all the way through to Bryce Street? It is paved, it's up to 86 feet from this north line. This distance is 86 feet. To continue that drive out, fan out, the busses could come in, unload the children approximately 25 or 30 feet from the door rather than having them walk two blocks from the furthest bus line.

Down here is where the last bus would be parked. It is 300 and some odd feet here plus another two or three hundred feet into the site. It would seem reasonable to have the busses come in and stack in this general north-south direction, unload the kids very close to the school, within 25 or 30 feet of one, two, three, four different doorways, than lining them up along Fremont which we feel would not only eliminate some of the on-street parking that is available for the businesses but cause perhaps some damage to the trees that are in the parking strip and the one tree that is on the site right now. It would not require the School District to give up any of its allotted playground area of approximately 3500 feet.

Beaumont School, by zoning code standards, barely meets the minimum. You will not that since it is now a middle school the activities of the children that would be playing there are much more active and they would need more playground area.

MC CREADY

What would be the merit of that, Spencer, other than to save the kids from 300 feet of exercise to walk to school than to have the 20 feet. What would be the merit in giving up a chunk clear through the whole block and further reducing the play area that you just mentioned as being minimal and putting, having busses going between a whole expanse of playground and I would gather various entrances to the school as they gather.

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It sounds to me that that would be dangerous; it sounds to me like they are cutting a lot larger swath out of the playground, and the only merit I hear you mention is that they would have only 20 feet to walk to the front door instead of, what was it, 300 feet or something.

VAIL Well, the whole distance is about 370 feet.

MC CREADY Gosh all fishhooks! For a middle school kid to have to walk that far? I don't blame you.

SCHWAB How would you have them going out on Bryce? Which way would they go?

VAIL They would turn right to Bryce.

SCHWAB What would stop other cars from doing that all day long if you cut that street through?

VAIL This would be private property owned by the school district, Commissioner.

SCHWAB They would post it school busses only, but what stop other people from cutting through there? As soon as they were going to come up and make a turn on 42nd and they figure, oh, that corner's busy, I'll just cut through there. What is stopping people like me from doing that?

VAIL Well, I could answer the same question. What would happen if there was illegal parking within the proposed curb cut that the School District's doing that the busses couldn't use it? The same thing would apply. The fact that it is private property gives the owner of that property the right to chain it off in non-activity hours to prevent that from happening.

The point is that this is a paved area right now that is used and is being parked in. You will also note ---

SCHWAB It is being parked in now?

VAIL Sure.

MC CREADY When it is not school hours.

IVANCIE Delivery vans.

VAIL Any activity in the evening; for instance, a scout meeting at night where they use the gym. I was there yesterday evening after five---

MC CREADY Yes, but Mildred is asking the same thing I'm asking. You are recommending that the busses come and go during the periods of time when kids are coming to school and cutting through all kinds of sites, through a playground? Gosh, I just can't, I can't imagine that. Having the busses between the school and the playground.

VAIL Because it is already there, we feel it would be less expensive from the taxpayer's standpoint to only improve another ---

SCHWAB Who uses that ingress now, the one you are pointing to?



VAIL This one?

SCHWAB Garbage, parking and what else?

VAIL The deliveries to the school, any supplies they may need. The foods that come ---

SCHWAB Then they have to turn around and back out.

VAIL There is room to turn around and go out in a forward motion.

SCHWAB So then there is no through traffic there. No one would cut through there with the idea of cutting through to Bryce Street?

VAIL No, not now.

SCHWAB But once you do that, it would become very easy.

VAIL If driving habits were that way. But as I say, it would be private property and that is more enforceable than a public right of way.

SCHWAB Kind of like the Kienow's at 23rd and Burnside? The parking lot where everybody cuts in?

MC CREADY And makes their circle? Right. I hadn't thought about that.

VAIL I'm not familiar with that one. Beaumont School, the proposed plan you see calls for moving this particular backstop and the driveway coming through. This is the area where they put the bleachers along the third base line when they have the little leagues during the summer and springtime of the year. That particular area would be removed from spectator activity. That's another disadvantage of the plan proposed by the School District.

SCHWAB How much is coming out of the spectator activities?

VAIL If they intend on moving that backstop, then the whole thing would come out because the fence is right along, on the proposed plan the fence is right next to where that is going to be, and what you are doing then is creating a fence on one side and a six-foot sidewalk, if the school district's plan is followed, a six foot sidewalk to load approximately 250 kids into a stacking of busses which the plan submitted only shows seven and you heard testimony that they have nine to eleven. There is not a sufficient distance in their proposal to accommodate all the busses at any one time, and there certainly would be if our suggestion was followed.

SCHWAB Do you really think that the eleven busses are going to all be there at one time, Spencer?

VAIL They come and drop them off in the morning and park until -- one bus can't leave, the first bus, or the last bus can't leave until the first bus takes off. They stack along Bryce now and they stack up just before school gets out. The kids get in the busses and then

they leave one at a time. They come in the morning and they line up and the kids get out and when all the kids are out, then the busses leave.

I am assuming the School District's plan, when they are talking about an unloading facility, also means a loading one where they would, you know, they'd use the same one at night for picking them up, although the plan wasn't quite ---

IVANCIE                    Spencer, what's the impact on Bryce as far as with your plan of cutting through there? I would assume that the busses would turn right going north when they hit Bryce?

VAIL                        Yes.

IVANCIE                    What is the neighborhood impact when they hit Bryce and turn off and go up?

VAIL                        Well, right now the impact with the busses lined up as wide as school busses are, and I think you are looking at a 23 foot paved width on Bryce Street, when those busses are parked and there are cars on the other side where the area residents are, you just don't get by for that half an hour or so during the day.

IVANCIE                    But can a bus turn out of that driveway on Bryce?

VAIL                        They could make the apron of a sufficient width, or even indicate right turn only or angle it in such a way that the busses would be forced to do that. This activity only happens twice a day, but it certainly would alleviate the neighbors' concern along Bryce Street of not having nine or eleven busses stacking up.

SCWHAB                    Well, they get that solved if we move it to Fremont.

MC CREADY                Yes. I keep waiting to hear -- there's something that I'm not getting in this whole appeal. This just ins't making any sense.

VAIL                        Okay. Fremont has a lot of traffic on it. We feel that with the traffic that's there on the street now, it is not a safe place to have the turning activities of busses as they would occur on Fremont around nine o'clock in the morning and three-thirty in the afternoon. That's one reason why we were suggesting another alternative to solve the solution, have the activity occur on the schoolground itself, not disrupt the curb cuts, the on street parking that's on Fremont, not have the possibility of damaging the roots of the trees that are on south property line as they excavate down to lay poured in place curbs and asphalt because it would be done to standards that would carry a load bearing vehicle as heavy as a bus.

SCHWAB                    That's a 400 foot block there, isn't it? From Fremont to Bryce, more or less?

VAIL                        No, Fremont to Bryce is about 445 feet.

SCHWAB Do you really think that you should have a 445-foot driveway through a small-size playground? Do you really believe that?

VAIL Considering that we are only suggesting that they pave another 86 feet of an area that is already paved and used for vehicular activities.

SCHWAB But it is not used, though, primarily now, is it? Does that chain off, now, or what does it do? People can't cut through because they know they are going to have to turn around when they come in.

VAIL They have a driveway there now.

SCHWAB Only one way, though. You cannot cut through.

VAIL No, you cannot go out Bryce.

SCHWAB Under your plan, they could go back and forth.

JORDAN Why would anyone want to go back and forth? I think that is ludicrous. No one is going to be driving through that playground to go back and forth.

SCHWAB No, but I mean if you wanted to cut through or something.

JORDAN Why cut through? I mean, it is just as easy to go down 42nd to get to Bryce.

MC CREADY No, there's a bunch of signals and stuff there and there's a funny jog to the left.

JORDAN Well, in order to get through the signals you can turn right down 42nd and hit Bryce. Why go down to the school, which is about a quarter of a block, and go through the school ground? I don't think they would do that.

VAIL No, the driving habits would not ---

SCHWAB I just don't think it is safe. I don't think it is safe to cut a 445-foot driveway through a playground. That's my concern.

VAIL What we don't like with the School District's plan also is the fact that they are cutting the sidewalk for the busses. They make no indication where on the existing driveway, if you will look at your plan, how they intend to still utilize this driveway when they are putting their curb cut in approximately the same location.

SCHWAB I guess what I don't understand, and maybe someone can explain this to me very simply, you have an area now that has thirty minute parking. Why do you have to make any cuts? Why just can't you put in there bus loading only from seven to eight and just let them pull up on the street without all this junk? Let them unload and load right there by putting in no parking signs, eight to nine in the morning and two to four in the afternoon and just let the busses pull up and keep on going. Why do all this?



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MC CREADY            You need to ask that of the School District Traffic Engineer.

VAIL                The School District, I think, and they'll have to speak for themselves ---

SCHWAB              Would you have any problem with that?

VAIL                I would not. I don't know if the businessmen rely on that parking because not all of it is limited to 30 minutes on that side of the street.

JORDAN              Fremont isn't that wide, though.

SCHWAB              But they have parking there, 30 minutes.

VAIL                Fremont at that point has a paved width of 34 feet.

JORDAN              That's not very wide.

SCHWAB              But you already have parking there. They allow them to park there. How much wider is a bus than a car?

JORDAN              I don't think you have that much parking. At least I have never seen that much parking there, to be honest. I know there is parking there but I have never seen that much parking.

VAIL                Well, there has been parking there every time I've been by, Commissioner.

SCHWAB              Does Tri-Met run by there?

VAIL                Yes. As a matter of fact, there's a bus shelter right by the school right here and ---

SCHWAB              No, I meant do they run Fremont?

VAIL                No, the busses cross Fremont at that location. No bus runs on Fremont there. It crosses on Fremont and goes down. It comes up from the Hollywood area and extends out 42nd to the airport.

IVANCIE             You know, the bus pulls up to the curb on the right hand side. The door opens on the right hand side and the kids step off the bus and on to the sidewalk, on to the curb, right?

VAIL                That's correct.

IVANCIE             And they walk over to the school.

VAIL                That's correct.

IVANCIE             And this could be done for hours in the morning and hours in the evening.

VAIL                That's correct.

IVANCIE             Why go to the expense of cutting anything?

VAIL                Our main premise was that there is a solution available that doesn't require the curb cutting, the crossing of sidewalks, the infringement on the yard area that the school district was proposing, that would still be acceptable to my clients, the businessmen in the area, and to the area residents themselves.

IVANCIE I would like to hear the School District argument for going to the expense of cutting into the school yard and the curb.

VAIL That's all I have right now. Some of the businessmen may want to comment afterwards.

MC CREADY Okay, I wanted to ask. You talked about safety and yet the traffic engineer recommends this of the three proposals. You proposed a turnout I understand, off of Bryce, as being preferable and that would take out more of the school ground unless they moved the railing back, or going through the school ground which I think is just ludicrous. I agree with Mildred; that takes out a whole hunk of just ... But you talk about safety, the Traffic Engineer says that this one, if you are going to have a turnout, is the most safe. So you are taking issue with the traffic engineer.

VAIL I don't think he examined this particular alternative because we came up with this after the Hearings Officer's meeting.

MC CREADY Which alternative?

VAIL The one I am proposing to you now.

MC CREADY Of cutting through? Yes, that was one of the ones, I understand, of the staff briefing. The other thing is you mentioned the trees and I read here that the school district accepts the responsibility of the trees; if they are damaged they will be replanted.

It just seems to me that there has got to be something behind this more than what you are saying. You are talking of parking. There might be one, two or maybe three parking spots. Well, if that's the case and what Mildred and Frank are mentioning is pull up and parking, you'd be losing those parking spots one way or the other. Besides, they don't really belong to a business community a block away.

VAIL I understand that.

MC CREADY So, I mean, what is it that's really bugging you?

VAIL The trees that are there are substantial trees. If they replace it, they are going to replace it with a little three or four inch caliber tree.

Another factor that we don't like Fremont is when you are driving in a bus your eye vision is about right up here where the foliage of the tree is and turning out onto Fremont looking through a tree in the spring time, I feel would be a much, well, would be a hazardous situation because you are sitting at a much higher elevation when you are driving a bus than you would be in a car.

The real issue is that I think there is an easier, simpler way to do it than the way the School District is proposing it, that would still lessen the impact of what's happening now on the neighborhood, and that's our position.

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SCHWAB But you know, if you are worrying about the busses coming up Bryce Street and it is bothering the neighbors, what good are you going to do them to have a driveway coming in with the same number of busses coming in?

VAIL They would not be lined up in the street for a half an hour or 45 minutes twice a day.

SCHWAB Is that what they are now?

VAIL Yes.

SCHWAB Lined up for a half or three-quarters of an hour?

VAIL It is about that length of time, which precludes people from backing out of their driveways and precludes them from cars passing each other if there's cars parked on the street.

MC CREADY Well, I couldn't agree more. I think that the thing on Bryce is a disaster and you look at our plot map here and it has houses all solid down one side of the street and it is a narrow street and I think they should be gotten off and that is why I tend to see no reason why this other solution shouldn't be there. There's not a house directly across from this solution with the possible exception of one on the corner of 39th and Fremont. Just one, compared to one, two, three, four, five, six, seven, eight, nine, ten, eleven, twelve involved. So I just can't see what's bothering your clients.

VAIL In the transcript of the hearing on Page 3 it states Mr. Ehr from the School District saying where there has been previously no requirements for bus parking, now it is required that we have unloading for six busses. The case being that they haven't done that in any middle school in the community yet and ---

SCHWAB What were you reading? Page three where?

VAIL Page 3, Mr. Ehr's comments.

SCHWAB I am reading the wrong thing. I am looking at the Hearings Officer's report.

VAIL No, this is a complete transcript of the hearing on Page 3, and it states he is the staff architect for the School District. Beaumont has been converted to a middle school and where there were no requirements for bus parking it is now required that we have unloading for six busses. That is certainly not the city's requirement and if it was a School District requirement, they haven't done it in any other middle school they have now. And if they completely redid Fernwood you would think that solution would have been taken care of at that time.

That's all I have, Your Honor and Commissioners. You may want to direct some questions to the School District and I am sure some of my clients want to raise their own ---

SCHWAB You were reading whose testimony on Page 3?

VAIL Mr. Ehr, E-H-R, bottom third of the page.



SCHWAB                   Verbatim transcript?

VAIL                     Yes.

SCHWAB                   Mine shows Mr. Fleerlage, Mr. Rumpakis,  
Mr. Fleerlage.

VAIL                     No, September 24th. There were two hearings.

SCHWAB                   Oh, I'm reading the wrong one. Okay.

VAIL                     Okay. That's all I have. There may be others  
that would wish to speak. Would you like me to  
leave this up for reference?

JORDAN                   Yes, leave that there.

MALARKEY                 May I speak?

MC CREADY                Absolutely.

MALARKEY                 My name is George Malarkey. I own the little  
shopping complex.

MC CREADY                Address, please. We've got to have your  
address too.

MALARKEY                 Oh. 1708 S.W. Hawthorne Terrace. I own the  
shopping complex on the northeast corner  
of 42nd and Fremont.

My objection to the proposal is, number one,  
the street is a very busy street. Number two,  
you are looking at pretty close to 250 to 300  
thousand dollars by the time you tear all that  
up and put it in. Number three, the road through  
the schoolyard already exists except for the  
last 40 or 50 feet, or 60, whatever it is,  
which could be finished off and done for around  
forty or fifty thousand dollars.

When you leave children off to school, they will  
be going to school, they are not out in the play-  
yard. When you pick them up, the last period is  
not going to be recess. They will not be in the  
playyard. The drive through now, or the driveway  
now, is used for garbage, for milk deliveries,  
for oil deliveries and a great deal of the  
faculty enjoys its parking facility.

As far as driving through, Mr. Jordan is correct.  
If you were going to go down Fremont or 42nd,  
coming from the east you would go right at the  
signal, you wouldn't go through the lot. Coming  
from the other direction you would turn before  
you got to the..., coming from the west you  
would turn left before or after 42nd, so I  
don't see why you would have anybody going through  
the lot at all.

My concern as being a taxpayer is the cost of  
this. If you tear out and put all this in ---

SCHWAB                   Well, how do you feel about just parking? Just  
pulling the busses up?

MALARKEY                 That would be fine with me.

SCHWAB                   That would save the other 40,000.

MALARKEY                 That would save the other 40,000 also. Now, as  
far as, not to create arguments but as far as

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she said the pictures were taken on a holiday, obviously nobody is going to be parking on a holiday on Fremont Street.

WEISSER I said it was not a school day.

MALARKEY Oh, okay. But yet the school yard was full of things. We're not to argue that, a Saturday or a Sunday.

MC CREADY So, your objection is not based on being an abutting neighbor. Your objection is based as a business man and taxpayer on spending these dollars.

MALARKEY Cost-wise and tax-wise, and then what are you going to do in three years or four years when there is no gas to run all these busses and the little nippers will have to walk and you will have to go back to a neighborhood complex and then you have got a \$300,000 marvelous monument to the architect of the school board and the rusting busses.

IVANCIE By that time you'll have a different school superintendent and a new guy saying he is advocating the primary schools back.

MALARKEY Absolutely, and let the little nippers walk.

SCHWAB Frank, this is the first time I have ever heard you say the car is not here to stay.

IVANCIE No, no. You're going to have automobiles. You may see a lot of changes in the school district.

MALARKEY I think economically it doesn't make much sense. You have to get them to school, fine. If you are going to do this middle school thing, which you are doing, well, any excuse is whatever.

MC CREADY You know, let's just get off the middle school thing because we didn't make those decisions.

MALARKEY Okay, but it all comes to it. You are going to bus them and bus them and that is more busses and more gas and you are not going to have that in another three, four or five years. So, look at that.

MC CREADY That is very possible, but that's not what's before us here. That is a battle that has been fought.

MALARKEY Okay. I just think Connie, that spending the money for what you're doing is ridiculous. You could widen Bryce Street enough to put the busses there and let the kids out.

MC CREADY I wanted to make sure, first. Now, your objections are not, you were notified because of the notification area that you are within the impacted area.

MALARKEY Yeah, but I didn't get that notification. But that's all right. I'll forgive George for that.

MC CREADY Yeah, but your objection isn't because you are a neighbor. I mean, there's nothing that's going to impact you, per se. It's your feeling that it is a busy street, Fremont, and secondly you don't want to spend your tax bucks on this.

MALARKEY                    Yeah, that's right. It is a heavily traveled street and if you could get the kids somewhere, right.

MC CREADY                    So, the objections you are making could be objections made by anyone who is in northeast, southwest or what.

MALARKEY                    Paying taxes, right. Nevertheless, but also on the kids, as I say, and the road is through the school already excepting for the last 40 feet. Run through and park them there. Get them off the street and get them everywhere.

MC CREADY                    Well, I think that's a lousy one, myself. But, I mean, that's your opinion. All I am trying to find out, though, is you are not objecting on the particular reason of being there is nothing of impact to you as a neighbor. It is an impact to you as a taxpayer and your concerns about safety.

MALARKEY                    Well, I think it is an impact, yes, to have all those busses on the street. There's no doubt about that.

SCHWAB                      Would you mind having them just parked there? What time of morning do the busses come and what time of afternoon do they leave?

MALARKEY                    Well, they come when school opens at nine or whatever it is.

SCHWAB                      So they start coming maybe a little before nine.

MALARKEY                    A little before nine, and then they are there in the afternoon at two-thirty, three.

SCHWAB                      And they are gone by ten after nine?

MALARKEY                    I would assume as soon as they unload the kids.

SCHWAB                      And they come what time in the afternoon?

MALARKEY                    I think around three.

SCHWAB                      So, if they had like eight-thirty to nine with no parking ---

MALARKEY                    Or eight-thirty to nine-thirty. Most businesses don't open until around nine. I would say that would be reasonable.

SCHWAB                      And school's out at three.

MALARKEY                    Yeah, I think so. Smith, what time is school?

SMITH                        We start at eight o'clock and we let out at three.

SCHWAB                      You start school at eight so ---

MC CREADY                    Okay, let's wait and ask them that part of it because they should be on the record. Further questions?

SCHWAB                      You would have no problem, though?

MALARKEY                    No, I would have no problem. That would be



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fine with me. I just don't see any reason to spend \$300,000.

MC CREADY Any further questions? Thank you, sir.

SCHWAB Could we ask the school district what hours?

MC CREADY Well, shall we take the School District testimony now? Okay. Come on, School District, front and center.

SCHWAB What hours? What I would like to know first is what hours your busses are there and why wouldn't it work if we gave you no parking on Fremont for those hours?

MC CREADY Let's get him identified. Let's have your name and address first, sir.

EHR I'm Dick Ehr. I'm the staff architect for the Portland Public Schools, 501 N. Dixon Street.

I can address the technical aspects. We have Jim Jackson here with us from the transportation department who could give you more insight into that aspect.

MC CREADY Okay, bring him up with you. Come on up with him. Share the questions. I just thought that you were representing the school district.

SCHWAB I want to know what time your busses are there in the morning and what time they are there in the afternoon and why it wouldn't work just to have a no parking sign there for those hours and unload from Fremont.

JACKSON My name is James Jackson. I'm the safety and training officer for the Portland Public Schools and the question of why we cannot park, we have asked the City Engineers to establish at all schools a loading zone for busses because we are illegally parked when we park at schools without having a designated bus zone.

SCHWAB So we've got the bureaucracy. If we were to instruct the traffic engineering to give you a school bus only parking, an hour in the morning and an hour in the afternoon, and solve your problem that way and save you the money, wouldn't that be better?

JACKSON We have experienced where we have tried to limit parking into certain periods. We are finding that the public uses that and are parked there always.

SCHWAB Then you might say they are going to park in your driveway the same way and you couldn't get in, but if we gave it to you and attempted to enforce it, put school busses only those hours, would you be willing to try that and see how it works?

JACKSON I would find that would probably be very difficult for us to maintain that. We are having problems maintaining, even though we have loading zones for a period of eight to four now, we are having difficulty keeping the public out of them.

SCHWAB                   What are you going to do if we make a bus turnin and somebody else decides to park in there? You've got the same problems.

JACKSON                  We have about ten middle schools presently where we are parking on school grounds and and we do not have a problem on school grounds with these ---

SCHWAB                   But, all you have to do is call the police.

IVANCIE                  We could try this for about ten dollars on changing the sign, and if doesn't work you can always come back and work out some other arrangements. But, I think it is worth a try.

SCHWAB                   I would so move.

MC CREADY                Let's bring the principal up, too.

JORDAN                   I would like for him to speak to the safety aspect of it.

MC CREADY                Yeah. And principal, why don't you come up and join them. Aren't you the principal?

SCHWAB                   They get off on the sidewalks, don't they?

IVANCIE                  They get on the right hand side of the bus.

JORDAN                   Yes, they get off on the right hand side. I have seen young kids run out from between busses, too, when I am taking my kids to school. I would like for them to speak to the safety.

SCHWAB                   Well, they can do that from that pull-in, from that drive-way pull-in.

IVANCIE                  They might feel safer there and thus it is more hazardous.

JACKSON                  We do have the problem of parents coming to pick up their own children at schools and a number of visitors at schools, and we have attempted to isolate , and this was the reason why we made the request of doing this turn-out at Beaumont, was to try to isolate the busses from where the norm traffic is at that particular school. And we do want to keep away from where the children are coming from every direction at every school, there is always the walkers and those walkers do tend to get between busses and that we are trying to isolate and we were trying to be a good neighbor by getting off the street on Fremont and getting on school property.

SCHWAB                   You mean the kids aren't going to do it if you have a little turn-in and they are parked parallel? You have to swing in, and they are not going to do it anyhow?

JACKSON                  We will have a barrier there to keep them from getting to where the busses are parked?

IVANCIE                  They can walk right down, they can cut through that driveway easily. I think the sidewalk loading and unloading is a very traditional, safe -- I used to drive a school bus and that is a very safe, traditional way to do it to

try and save a few bucks.

SCHWAB Why don't you tell parents who pick up their kids by car to pick them up on Bryce? Try it that way. If they pick them up by car, pick them up on Bryce and if they pick them up by bus, pick them up on Fremont.

JACKSON Ideally, that would be very good.

SCHWAB All you need is somebody out there handing out \$15.00 tickets a few times, and it is going to end it. Isn't that what the ticket is for parking in a bus zone, fifteen bucks? A couple of those tickets and you've got it made.

IVANCIE For \$10.00 you can have a nice experiment and save a lot.

SMITH Our experiences with the issuing of tickets have been bad public relations as far as the school itself is concerned, and we have had police come and we have had them ticket.

SCHWAB For \$300,000 you can afford a little bad public relations.

EHR May I address this cost thing that is being kicked around? We have an estimate from our estimating department. We would be doing this in-house for the school district. Our estimate is \$22,200 to complete this whole bus turnout. Putting in a factor for inflation, for hookup to the city storm sewer, and a contingency for replacing the trees should we damage them, we feel that this project will cost no more than \$40,000.

SCHWAB For forty thousand bucks we can afford to try it the other way as far as I am concerned, for a few months to see how it works out.

MC CREADY You know, I hear what you are saying, Mildred, and it might make a lot of sense. But, I am a little uncomfortable with us entering into policy decisions involving school district, even though our tax dollars and the rest of our people are involved as much. What we are supposed to be looking at, I think, under what is before us is the planning and does this make sense or does it not from a planning point of view.

SCHWAB I think it doesn't make sense to have a bus turn-out there. That is what I am looking at. I don't think that we need a bus turn-out there that takes the parking, even the half-hour parking off those streets twenty-four hours a day for a two-hour use. I don't think that is a wise use of the streets.

JORDAN I think it doesn't appear to be a very complicated situation. There are too many easy solutions to this problem. I don't understand why it is so complicated. Even I could live with that, you know, if the safety factor is taken care of I can live with them having no parking. I could even live with the one Spencer came up with. As a matter of fact, if I had to come up with one that would be the one I would have come up with.



But, I mean, it just seems to simple here to go through all of this. Why wasn't this taken care of before? Why not just put a no-parking and allow them to get off on the sidewalk? I mean, just the fact that the Traffic Engineer wouldn't allow it, you are giving up without a fight. Is there a safety factor involved here?

JACKSON                    That was the factor. We are on the street and the further we get from the street in off-loading, and especially a busy street like Fremont was our purpose. And we do offload on some streets; Kellogg, for instance. But the street that we are off-loading on is not as busy as Fremont.

JORDAN                    Sellwood, Sellwood is another one that is not as busy. But that is my concern, it would be the safety factor.

JACKSON                    Well, it is a safety factor when you are that close to busy traffic and that traffic there is thirty, thirty-five miles an hour.

IVANCIE                    Before you had the middle school, these kids were walking to school and now you are carrying them on a platter from school to school, and that is apparently a lot safer than you had before when they were walking to school because they had all those terrible hazards of ice and snow and wind and rain, but now we transport them by busses and we put them in the gym to get exercise so they can keep their body fit. This is part of the argument for middle schools, I suppose, but that's another story.

MC CREADY                   Frank, I am going to have to gavel you down on the middle school. I am not wild about it either but we have another issue.

SCHWAB                    Well, if you want them as close as possible, if you want them as close as possible then you approve Spencer's plan of putting them right at the doorway. Do you think that is the best? If you are giving the argument now, the closer the better, then why don't you dump them off right at the door?

SMITH                    Let me clarify a little, here. I am kind of sitting in the middle here. Frank is picking on me because I have got a middle school.

IVANCIE                    I'm not picking on you.

SMITH                    Okay.

IVANCIE                    You're doing what you're told, and I don't blame you.

SMITH                    That's true.

SCHWAB                    I don't care if you've got a middle school or not.

SMITH                    Well, we've been friends for years and I know Mildred, too. I think I know you, too. Anyway, that's immaterial. The thing is ---

MC CREADY                   How about him?

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SMITH

I don't know him. I've met him, too. We met on a boat and he's forgotten, but I haven't. That was with Pat Bell.

MC CREADY

And I had been to your school long before you were born.

SMITH

No, I think you and I were in high school together. I am not going to say how long ago.

Anyway, the way this came about was, I'm sitting in the middle because I never asked for this. I was, all of a sudden said okay, would you like to have a turnout? This turn-out is coming. I said, well, that's fine. Now before that, last year when I was transferred from Alameda to Beaumont, I have only been at Beaumont a year and a half so I can't answer a lot of questions prior to that time.

I think the way this really came about, well, first, last year we had four busses come in transporting their students from Sabin School. We have now moved up to seven because now we transport the Sabin kids plus the Alameda kids, so we only increased by three busses as far as the regular transportation busses. I think this came about because of a lot of the complaints from some of the people in the community, which I got some complaints from some people on Bryce saying, hey, it is too noisy with the kids on the busses over there and I can't get my car through when there is a car parked on Bryce and there is a bus parked on Bryce, no bus can get through. They can, but they bang up the busses and a car can get through there very slowly.

I do not care if there is a turn-out on Bryce and I don't care if there is a turn-out on Fremont. It makes no difference to me. I would complain violently if you okayed going through the school yard.

SCHWAB

Why?

SMITH

Why? Because if one kid got hurt it would be on my conscience and I say no way is one child's life worth because they want to put a cut through. I could go on and elaborate, because there will be kids out ---

SCHWAB

Well, that was my concern. That was absolutely my concern was that it wasn't safe, but then I was told the closer they are dropped to the door the safer they are so I began to figure maybe I am wrong.

MC CREADY

No, I think what he was saying was not on the curb but on the school property.

SMITH

I don't want anything on that school bus, I mean, on that property because I mean if your child goes home, Mildred, or if Frank's goes home on an early excuse where is he going to go? Right through that yard, and wham. And that is the only thing I would fight.

SCHWAB

That's why I said I didn't like that.

IVANCIE

You wouldn't object to an experiment on

IVANCIE                    You wouldn't object to an experiment on that one area for a bus only parking for six months, to see how it works out? If it didn't work out you could come back and work out a deal with us.

SMITH                    As Principal of Beaumont Middle School, and I speak just for Principal of Beaumont Middle School, I would not object.

SCHWAB                   Well, I would move that this be denied or be tabled for six months and during that time that the Traffic Engineer be instructed to have a sign that says Parking Busses Only for whatever hour it is that's required in the morning and whatever hour it is that's required in the afternoon.

IVANCIE                   School days only.

SCHWAB                   Yes, school days only.

IVANCIE                   Second.

SCHWAB                   Now, does someone want to be heard on that?

MC CREADY               Discussion? The Fire Department wants to be heard on this.

EDWARDS                   Excuse me. I am Lieutenant Gerald Edwards, representing the Fire Bureau. I had a call from Battalion Chief Hayden who is the senior battalion chief in District Four, in whose district the school is located, and I am the staff officer for the chief of the Bureau. So, I went out there and did some investigating.

                             We have a problem, first of all, with that parking on Bryce Street. It is true that is a 24-foot street. I went out and took a picture this morning, out there. When those busses are parked on that street they take up about ten feet. Engine 28, who is the first responder to that area, with mirrors is ten and a half feet wide. Cars are parked solid on the north side of that street and I will leave these pictures here for you to look at. We cannot get through there.

                             Example: Run number 13945 on the 29th of September, 1979, at 11:24, Engine 28 went to 3764 N.E. Bryce on a first aid. It was an elderly gentleman who had a suspected heart attack.

SCHWAB                   We are not talking about Bryce now. We are talking about putting them on Fremont.

EDWARDS                   Okay, but I think I have a point to make about this other one, Commissioner, if I may.

MC CREADY               So you are saying don't do it on Bryce.

EDWARDS                   The engine was blocked there. The school busses were stopped there, the engine was stopped, they had to jump off of the engine and run a good thousand feet or more with all kinds of first aid equipment to get to that gentleman's house because it was too far to back out and go in the other direction.

SCHWAB                   A thousand feet?



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EDWARDS Easy.

SCHWAB Down to what street?

EDWARDS Down to 3764. I say that is just an approximation, Commissioner. It is quite a ways. So, when this conditional use came through Chief Hayden went out and looked the situation over and he desires that it be approved. I talked with the chief and he's in accordance with this. As far as the parking on Fremont Street, now Fremont Street you have heard this morning is 32 feet, or this afternoon, is 32 feet wide. Now we do have a requirement in the Fire Code, that if that street was to be built now the requirements we would have if you are going to park on both sides of the street, we would require that street to be 36 feet wide.

SCHWAB Well, right now they are parked on both sides.

EDWARDS That is correct, but I am saying if they were to build that street new we would require 36 feet wide.

MC CREADY So your point is?

EDWARDS The point is that if they park those busses on there, that bus there again is, they park from the curb a little ways so they take up approximately ten feet plus their mirrors stick out a little further, and if you have another large vehicle parked directly opposite them, there again you are narrowing that lane through there and creating another traffic hazard.

MC CREADY And it is already narrower than what you would require under present day specs. I see.

EDWARDS That's right. That is the primary route for Engine 28 down Fremont, and if cars were parked there we would have a time getting our emergency vehicles through there.

IVANCIE But you still can get by if the busses are parked there and they are only going to be parked there for a few minutes in the morning and in the evening hour.

MC CREADY As long as you schedule your emergencies and your fires appropriately, you won't have any problems.

IVANCIE But, you mean to tell me that the fire rig can't go down Fremont if those busses are parked there?

EDWARDS It would depend, sir, how far they were parked out from the curb and what was parked opposite them. Many times they would probably have to stop ---

SCHWAB What would you do now if you came and there was a truck parked on each side of the street? What would you do now?

EDWARDS Well, we could go through on a single lane of traffic. It would just delay us somewhat. We would have to stop.

SCHWAB I mean, right now you could conceivably have

Lyons Moving and Storage on one side of the street and Joe Blow's dairy on the other.

MC CREADY

I guess his point is that this would be regularly scheduled.

EDWARDS

Exactly, and if the traffic was coming in the opposite direction one of us would have to stop and do some juggling to let the other vehicle through.

IVANCIE

That happens downtown and it happens every other place in town.

EDWARDS

That's true. We have that in many areas out in the southeast and northeast but I am just saying that we would not allow that on any new street.

MC CREADY

I suspect that his point is that if we are setting it up that we know we will have that situation on one side of the street, but nothing might happen.

The only other thing that comes to mind, now that you mentioned that, is that there is a service station directly across and I would think that probably the oil tankers and stuff would pull into the station to load.

IVANCIE

There is no problem there, is what you are saying, on the service station site.

SCHWAB

You can't park on the other side.

MC CREADY

I don't think you can, anyway.

EDWARDS

I guess what I am saying is that we understand the economics of this thing but if we in the Fire Bureau had our druthers, we would rather see the off-street parking.

IVANCIE

Ideally, you would like to have a separate street.

EDWARDS

Well.

MC CREADY

Okay, thank you sir. Before we take any more testimony I would like to introduce some guests we have sitting back here on the Council's left on this side. And it is the Wynuequmada Rugby Club from New Zealand, and they are here in Portland to play the Portland Pigs.

You raise all kinds of questions in our minds as to what is a Wynuequemada and who are the Portland Pigs, and we are delighted to have you with us. Could we stand at recess long enough to shake hands with our visitors?

SCHWAB

Can we take a five minute break?

MC CREADY

Okay, I'll tell you what. We'll make it a ten minute break, right smack in the middle of the testimony.

At this time, Council recessed for then minutes.

At the termination of the recess, those present were: Mayor McCready, presiding, and Commissioners Ivancie, Jordan and Schwab, 4.

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MC CREADY Now, was there anyone else who wished to testify on Commissioner Schwab's motion?

JORDAN Yes, there were. The gentleman back there.

MC CREADY Oh, that's right. This gentleman had his hand up. Yes, sir. And then Mr. Rumpakis.

MARIHART Yes. My name is Edward Marihart. I live at 3324 N.E. 40th. I am a strictly home owner, not a business man in the area.

MC CREADY What was that address again?

MARIHART 3324 N.E. 40th. I am just south of the proposed bus turn-out. I am here speaking -- I might have a few, I probably have some different concerns than maybe the business men in the area. I also, well, the reason I am speaking is because right now the school does not have any off-street parking during school hours and the parking problem in the area is a two-fold one. The main one is caused by the teachers who come and dump their cars all day in the surrounding neighborhood, and cars are now parked on N.E. Fremont. If you had taken the picture during a school day you would have seen cars parked on both sides of Fremont, also on N.E. 40th and also on N.E. Bryce.

They are parking in front of the residents' houses. The only reason I object is because sometimes they get too close to our driveways and we can't get out, and also if we have visitors they have to park a little further away. Also, they have no off street parking. I think the real issue is one, when are they going to take care of that problem before they start proposing a new one. Also, it is going to take out a couple of parking spaces that are presently used on N.E. Fremont for the teachers to park during the day if they put this bus turn-out.

I am opposed to a no-parking -- well, no, I am not opposed to it because it would provide parking, this proposal by Commissioner Schwab. But I don't see why they don't have, why they haven't contacted the Traffic Engineers to provide parking along N.E. 42nd. All along the whole block there's no parking during school hours, and I don't have parking so the teachers can dump their cars in front of the school instead of dumping them in front of the neighboring residences like mine.

And, I am also opposed to the proposed bus turn-out because it will cause safety and pedestrian problems for the people that are using the sidewalk. They are going to have two more curb cuts to contend with, with busses, etc., and I thought the sidewalks were to get the people away from these vehicles that are on the streets, and now they are going to have two more to contend with.

MC CREADY What would be your solution?

SCHWAB Are you opposed to this?

MARIHART I am opposed to the bus turn-out.



SCHWAB But are you opposed to what I proposed, just to say no parking between, say, 7:30 and 8:30?

MARIHART Right. I would support it if you could attach a condition that the school district contact Traffic Engineers and ask that the parking be allowed on N.E. 42nd.

MC CREADY Sir, that is not before us now. However, I made a note when you spoke and I will contact the Traffic Engineer and ask him for a report on that situation and why that is forbidden.

MARIHART Okay. Is it not true that conditional uses, you can attach any condition you want?

SCHWAB But this is not a conditional use, because all we have said here is we are giving you nothing except a couple of signs for a trial period that says no parking.

MARIHART Right. That's a condition.

SCHWAB No, that's just a six months' trial. We're not giving them the driveway.

MARIHART I understand that.

MC CREADY No, and a conditional use, you don't understand. That is not what you would consider a conditional use that you give them that in exchange, that we give them the parking on 42nd. You see, it's apples and oranges.

MARIHART Well, I wanted to bring it up into the minutes or into the transcript that at least something is said about that because, and you can't park along Bryce either because of the busses all day and I don't understand why that is, either, and the people all Bryce ---

SCHWAB There won't be busses there now, anymore.

MARIHART Well, will they take out the no-parking signs during the day, then, on Bryce?

SCHWAB Maybe they can't have parking on both sides of the street. Or were those put in for the school district? So they may well go out, is that it?

MC CREADY Okay, Fire Department, if we allow parking on both sides of Bryce will that then permit the fire engines to go by? It will not. So they will protest that on both sides. However, I will ask for a report from Traffic Engineering regarding the efficacy of parking on 42nd..

MARIHART Also, there is a no turn sign on 41st and Fremont so busses have to use our street, as well as cars have to use our street and 39th to make the left turn from 41st on to Fremont, which is another problem I hope maybe the school district can take the lead and look into. Thank you.

MC CREADY Thank you. Questions by the Council? Thank you. Mr. Rumpakis.

While he is coming up I would just like to,

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for our radio folks and for those in the audience, to say that this Wyenuecamada -- I don't think I have pronounced it right yet -- Rugby Club of New Zealand is playing the Portland Pigs. It is at seven o'clock tonight at Franklin High School. Anyone who would like to go out and see an international rugby game is welcome and I suspect it is free; I forgot to ask. Yes, sir.

RUMPAKIS Good afternoon. I am E. John Rumpakis, 4100 N.E. Fremont Street, 97212.

MC CREADY That is not a home address?

RUMPAKIS That is our business address. And we have on file, Mayor, the additional sixteen locations that we own properties at that intersection, at the previous hearings that we've had.

What I am concerned about, and I hear what the Mayor has been saying right along, what's under all of this; what is it, what's causing this exchange. First, we have a lot of empathy for our neighbors and friends on N.E. Bryce and the people on N.E. Bryce are entitled to their opinion, and we agree with them that it is a very, very narrow street; 23 feet.

All right, the other item is we looked at other solutions. We have kept a record of all the accidents in the intersection that we know about and how many people have been hit at that intersection.

SCHWAB Which one, 41st?

RUMPAKIS Right on Fremont at 41st, correct. The most recent accident was a young lady that was hit as she darted out across the street over to the bakery and she was hit broadside and went to the hospital by ambulance.

SCHWAB Was she hit in the middle of the block or on the corner?

RUMPAKIS She was in the middle of the block near the safety walk, and she ran with another girl.

SCHWAB But not in the safety walk?

RUMPAKIS Not quite in the safety walk, as I understand it. There are other reasons, but it is a very hazardous area. We tried, Mayor McCreedy, to resolve our matters so we would not have to bring them before the Council. We know your time is important.

We had the school district officials at our meeting with the five other people that are together with us, and we talked about things. We tried to obtain the costs and other figures. For example, we asked them what the cost of the project would and that was never furnished to us, neither by letter or any other means. We asked Leroy Wallace, we asked the individuals represented here today to provide us with information to have the neighborhood input and exchange. This was not taken into consideration as far as ---

SCHWAB What time of day was that accident?

RUMPAKIS That was during the school hours. The exact time of the day, I could look up the case and give you the date and the time.

SCHWAB Was it just about the time the school busses were there or a different time of day?

RUMPAKIS This was about noon.

SCHWAB Well, it wouldn't have made any difference whether they had the turn-in or not at that point.

RUMPAKIS The only effect that I would have pointed that out, along with some other cases, is that Fremont has 9,251 cars, the last count, and the decision was made by the School District prior to any account of cars on Fremont given to them in order for them to make a prudent decision. We requested that count. That count was made in October of 9,251 automobiles travelling on Fremont west of N.E. 41st Avenue. Now how they can make a decision like that is beyond me.

SCHWAB Well, how do you feel about the motion before us?

RUMPAKIS Well, all right. Mildred -- I mean, Commissioner Schwab --

SCHWAB Go ahead.

RUMPAKIS What I first see from my personal experience and we are right on the corner there for the last 12 or 14 years, is that as the cars go along Fremont and head west, when you free up the right side, the curb lane as it is now and you extend that with no parking no periods of time, I am concerned that they may turn out to be a speed lane where other cars pass on the inside down the block. Now, that happens a lot. We have accident records on the service station side where the lane is open. There are several accidents. I have at least 12 accidents at that intersection that we recorded.

SCHWAB So, you don't want either one. You don't want the no-parking and you don't want the bus turn-in. You don't want either one. Is that what you are saying?

RUMPAKIS I would say if you want to try that, you may try it. But to me, it isn't the best solution and if you were to try it ---

SCHWAB You want us to put the cars right on the school grounds, is that it?

RUMPAKIS I'll come to that. Just to give you the one item, if you were to try it I would suggest trying it for a longer period of time for this one reason: you have three months of school left, approximately, or four. If you are talking about six months we are going into the summer people and of what value that would be, I don't know. So, if you are talking about six months, are you talking about six months' of school time or just six consecutive months.

SCHWAB Do you want to make it six school months? I



don't care.

RUMPAKIS

All right. I have a number of other notes, and there are some corrections on other things up above. But in any event, I don't have anything else to add. I have four pages of other items. I can file them with you if you like, but if you want to try this, it is fine with me.

MC CREADY

Questions by the Council? Wait a moment. Was it the Traffic Engineer who recommended this particular, the solution that we have before us? I don't mean the motion.

WEISSER

The Traffic Engineer did look at the various streets and it is my understanding and I think it is reflected in the Hearings Officer's report and you may want to also ask the Hearings Officer, but on Page 5 I think it does reflect in Number 4 basically that approach favoring Fremont because of its greater capacity, and the subsequent Traffic Engineer response to the neighborhood points of opposition, the Hearings Officer concludes that the bus turnout on Fremont is an acceptable solution.

SCHWAB

He also goes on to say: this is not to say that situation is ideal. The business concerns are real; Fremont is heavily traveled at several times of the day and the intersection is a difficult one, and the neighborhood commercial is a viable advantage to the neighborhood.

WEISSER

Correct.

RUMPAKIS

That is an expanded intersection. It isn't one of these that it is just exact, a T at all like we have in other places in the city. It is an expanded one.

SCHWAB

I would not vote to bring all the traffic through the school grounds. I think that would be an outrageous solution. I think we would have somebody killed, a kid killed before we know it. So, to me there are two alternatives left and one is the one they are proposing and the other is just to simply try it out with the no parking. That's the one that I'm for.

RUMPAKIS

All right, a couple of more observations. The width of the sidewalk on the drag is approximately six feet. Now you look at our Tri-Met centers where we have three and four busses stack up downtown. We have 12, 14, 15-foot sidewalks. I can imagine 250 children on a 6-foot sidewalk lined up to get on the busses, I think would be a pretty darn hazardous situation.

Another item is that the drive ---

SCHWAB

I can imagine 250 little kids standing still waiting for a bus. They're going to be 800 feet over on the playground running like little Indians when they see the bus coming.

RUMPAKIS

Well, the busses are there before the students are let out, Mildred. That's what has been happening.

SCHWAB

Well, it is not going to take them very long to get on, then.

RUMPAKIS Right.

SCHWAB They're going to come flying there. On the bus when you are waiting for it on the corner of 4th and Yamhill, or, pardon me, 6th and Yamhill downtown, you can wait there for 20 minutes or 10 minutes or 8 minutes for the bus to come. But, these kids are just coming out and running on to the busses. They are faster than us old folks.

RUMPAKIS They are all over the place. Thank you.

MC CREADY Thank you. Further questions? Oh, you had something more?

RUMPAKIS No. I think on the drawing it does show the curb cut on that. There's no driveway shown on the drawing for the utility trucks to come in and service the property. Thank you very much.

MC CREADY Thank you. Is your design here showing that you will not have the driveway further into the schoolground after this?

EHR Dick Ehr. Subsequent to that we restudied it and we decided to move that entrance drive for the busses further to the west so that it doesn't conflict with the access driveway onto the site.

MC CREADY Do you plan to continue to use the access driveway? Will the garbage service vehicle still be going onto the school grounds?

EHR Yes, that's correct. And also our maintenance vehicles.

MC CREADY Why should they not use the, if the Council adopted this turn-out, why should they not park in the turn-out in the off-school...

EHR I believe they use drop boxes which would require the trucks to pick them up on the site where the garbage is deposited, and also we have to have access for our maintenance trucks to get onto the site, to do routine maintenance.

Relative to the suggestion that the motion be for six school months, we would have a conflict with that inasmuch as Beaumont is going to be undertaking a major maintenance and renovation program this fall, and the children will be bussed to a holding school, and so Beaumont will not be occupied as a school, probably for about six months.

IVANCIE Make it three months then.

MC CREADY Starting when, next fall?

EHR Starting next fall, that's right. Starting in September.

SCHWAB They won't be occupied, September, October and November?

EHR That's correct. Probably six months, the construction period.

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SCHWAB Well, let's just leave it as we had it for six months and then we can come back and look at it again, knock out the school months. That doesn't mean we are going to do anything with it anyhow.

MC CREADY Thank you, sir. Further questions? Is there anyone else who would care to be heard on the motion? Discussion by the Council? Yes, sir.

GLUTH My name is Lloyd Gluth. That is spelled G-L-U-T-H, and I live on Bryce Street and of course I have heard so much said about this proposal here. I don't know if you want to hear anything we have to say anymore or not. If you are going to table this thing and go on and give this thing a trial, well, then, I'll keep still.

I live on Bryce Street and I just want them off of Bryce Street, and if you can give me some kind of an idea of when maybe we will get them off of Bryce Street I might be a pretty happy guy.

SCHWAB This would happen right away, wouldn't it, as soon as we put those no parking signs up there? Would not the school district begin immediately pulling their busses in on Fremont?

JACKSON They would, as soon as the signs are there.

SCHWAB They would. So, would the Traffic Engineer be told to get those signs up there right away?

MC CREADY If this motion passes, we will have the Clerk instruct the Traffic Engineer to so comply immediately. I am not going to support this motion. I think it is better than any of the alternatives recommended by the appellant but I would certainly not support anything on Bryce and I have a strong feeling that neither would, there isn't anyone on the Council enthusiastic about that either. So, I suspect that Bryce is safe, no matter what.

GLUTH Well, that's the main thing anyway? Actually, as long as you ---

SCHWAB Unless neither one passes today. Then Bryce isn't safe.

MC CREADY That's true.

GLUTH At least I would rather see this three months or six months. I would say just finish the school year and at least we can get back in session again over this thing if it doesn't work out, before the next school year starts.

MC CREADY That's fine. And this may work. What is going to happen is I have a concern about them being parked at the curb with the kids, that safety situation, but I certainly will not support something on Bryce.

GLUTH Well, I won't go into any of this other stuff. Thank you very much.

MC CREADY Thank you. Someone else raised a hand. Yes, sir.



JACKSON Just for the record, Commissioner Schwab did mention the matter of the time period for parking.

SCHWAB We want an hour in the morning or an hour in the evening, the afternoon; you give us the hour.

JACKSON Yes, the hour might be any time of day. There's eleven busses that he have, but during these periods you have field trips, you have the special ed busses.

SCHWAB They can pull those busses in on the driveway for the garbage truck and load the kids in there. That bus is no problem.

IVANCIE We won't baby sit that much for them.

SCHWAB If you are going to start that much and want more than two hours a day, I'll vote no to my own motion because if you have got a field trip going you can darn well pull a bus in where you pull a garbage truck in and load the kids there because you are bringing them out special and you can do that.

JACKSON Your Honor, I would find that would be a real hazard if you did not have a teacher, and teachers are not required on those.

SCHWAB Well, I would certainly hope you would have a teacher. I think you have a responsibility to the youngsters and if you are having a field trip I think you have a big responsibility when you load those kids and you take them on a trip to see that they are safe.

JACKSON Their contract don't always call for those things and that's what, we don't have the authority. We don't have the authority.

SCHWAB I think it is your responsibility when you set up a field trip to make sure those youngsters are safe. You don't see that as your responsibility?

JACKSON Oh, yes, we do. That's what we are trying to cover, our responsibility, right now when we address that issue of bringing a bus on the school grounds.

SCHWAB How many field trips do you have?

JACKSON I would say probably an average of one a month for a school.

SCHWAB One a month.

JACKSON And you have other activities of different classes, special classes, in these schools, special ed classes that may come to that school for only one class and then go to another school for another class.

SCHWAB Oh, then we have more than the number of busses you told us.

JACKSON They may be coming there. Those busses may be coming in there at different hours. That is what I am addressing. It is not necessarily---

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MC CREADY                    So what you're saying is that while you're handling the transit and the planning for that, you do not have any control over the special ed classes or the field trips. You are saying they contract with a private carrier and you can't control whether they provide a teacher participation.

JACKSON                    That's correct. We have no control over that.

MC CREADY                    Your feeling is that the turnout would be safer throughout the day. However, this would be infinitely better ---

SCHWAB                    Then leave a space for one bus. If you want one bus space that says no parking at any time I suppose we could leave space for one bus. That's all you have pulling in. We could leave space for one bus that says no parking at any time. They could pull up on 42nd.

IVANCIE                    What do they do once a month now when a bus comes in there for a field trip?

JACKSON                    They park in a school bus loading zone that we have asked engineers to put there on purpose so that we are not parking illegally.

SCHWAB                    For one bus? For one bus?

IVANCIE                    Leave it there.

SCHWAB                    Wait a minute, just a minute.

MC CREADY                    That's on Bryce?

SCHWAB                    Let them have one spot on Fremont that says bus only, large enough for one bus, and let that be 24 hours a day, five days a week if they need it.

IVANCIE                    It's only used once a month. Mildred, it is only used once a month.

SCHWAB                    Well, if that's what he needs. He's got all this, he sends little kids to P.E. classes if they don't have a gym.

IVANCIE                    Where do you park that bus now, that once a month bus?

JACKSON                    We have loading zones on Bryce.

IVANCIE                    Is there any argument with Bryce to keep that one loading zone there on Bryce? For this great event that happens once a month.

SCHWAB                    Let's let them have one spot on Fremont for once a month loading, a spot large enough for only one bus.

IVANCIE                    Figure it out with the traffic engineer.

SCHWAB                    I'm going to call the question.

MC CREADY                    The question has been called for. Call the roll on the motion, Commissioner Schwab's motion, amended to include a full time spot parking.

The motion being put resulted in Yeas, Commissioners Ivancie and Schwab, 2; Nays, Commissioner Jordan and Mayor Mccready, 2; whereupon the motion failed to carry.

SCHWAB I call the question on the main motion.

JORDAN Now, wait a minute now. Who's calling the question.

SCHWAB On the main motion.

JORDAN Wait a minute. We want to discuss this.

MC CREADY All right, discussion on the main motion.

JORDAN What we are adopting right now is the proposal presented by Spencer or the cut out.

SCHWAB The cut out.

MC CREADY At this point the recommendation is from the Planning Commission and the Traffic Engineer, et cetera, is the turn off from Fremont and there isn't a proposal from, there are alternatives being recommended by the appellants for bases of safety, et cetera, but they're not before us. They are just saying that there are alternatives.

JORDAN All right.

MC CREADY The question has been called for.

SCHWAB If he wants discussion that's okay with me. Are you through? Do you want more time? I'll withdraw my call.

JORDAN No, I don't need any more time.

MC CREADY Okay, the question has been called for. Call the roll.

The roll being called on the approval of the Conditional Use resulted in:

Ivancie.....No;  
 Jordan.....I would like to explain my vote. I still like Spencer's proposal better of taking it off the streets completely. I would liked to have given Mildred's motion a chance, but it frightened me because I know Fremont is a very busy street and it is not very wide. I think there would be some real problems trying to go around those busses, especially in the morning during the rush hour when everybody is trying to get to work as quickly as possible they are not going to adhere to some warning signals, and that frightens me. The cut out, I think, is probably the best alternative, so I will support the turn-out. Aye;

MC CREADY No, the vote is no for that. You are denying the appeal.

SCHWAB Wait a moment. No, because Frank voted no for that and he intended that to be no against the cut out. Is that the way we're voting?

JORDAN That's the way I understood it.

SCHWAB That's the way I understood it, too.

MC CREADY Okay, that's fine. I will say that an aye vote will support the Planning Commission and a no vote will deny it.



Schwab.....My vote is no, and in explaining my vote I just want to say that once the bus pulls in it doesn't matter how fast the traffic is coming. That bus is parked there and the kids are getting off on the right, so I don't see any lack of safety, so I vote no.

McCready.....Aye;

Yeas, 2; Nays, 2; whereupon the tie vote resulted in the item being continued for one week to the meeting of February 20, 1980.

SCHWAB                   Is this a fee matter, or is this dead for a time. This is a fee matter? It gets continued for a week, then.

MC CREADY               Excuse me. Sir, did you have a question?

GLUTH                   Yes, I am Gluth again. I would like to mention that the cars are already parked on Fremont Street on the north and the south side in the areas permitted. There is, you know, an area where they are not but there is always some cars where they are permitted. Where this picture came from that didn't have any cars parked, I don't know, but you could go out there at any time and see cars parked.

Now, that wouldn't be any different if the busses parked there. There is only one lane of traffic that goes down there anyway. I don't care how fast they're going or how slow they're going, you can only go one lane going west and one lane going east, when you are going east and west on Fremont Street.

MC CREADY               And your point is?

GLUTH                   My point is that they are parking there anyway. Why not have no parking? Why not give the busses a chance to try out the Fremont loading and unloading. Do you understand what I mean?

SCHWAB                   It is continued one week. We can vote on it again next week.

GLUTH                   Well, I just heard that there was a hazard of having the busses parked there, by Mr. Jordan. Well, there's cars parked there anyway. What's the difference if its cars or the busses?

JORDAN                   Your problem is solved, though. They won't be on Bryce.

SCHWAB                   They will now, though, until next week. One week isn't going to hurt anybody.

MC CREADY               And the response to your question, sir, the Fire Department was opposed as well. Thank you. Regular order.

#### HEARINGS

372                   An Ordinance, entitled "An Ordinance permitting Portland Medical Center, Inc. to construct one parking level for 74 cars over the existing two level parking structure located on Lots 5-8, Block 253, Portland, along the east side of S.W. 11th between S.W. Alder and S.W. Washington Streets," was introduced by Mayor McCready and read twice. (DPR 77)