4-10-1940

Resolution Adopting Route

Oregon State Highway Commission
RESOLUTION ADOPTING ROUTE IN CITY OF PORTLAND

WHEREAS, vehicular traffic entering the City of Portland over the Pacific Highway from the north, the Columbia River Highway from the east and the Pacific Highway from the south is now and has been for some time routed through the City over Fourth Street by order and direction of the Oregon State Highway Commission; and

WHEREAS, the traffic so entering, passing through and leaving said City is of such volume that congestion, inconvenience and other traffic problems result by reason of confining such traffic to Fourth Street alone; and

WHEREAS, it is the judgment of the Highway Commission that an alternate route should be designated and thus made available for the convenience, the accommodation and the safety of the motoring public as well as for the convenience and safety of local traffic, both pedestrian and vehicular, having occasion to use or cross Fourth Street; and

WHEREAS, after extensive and careful study of traffic needs and conditions, which study was made by the Highway Commission in cooperation with municipal authorities of the City of Portland, it is the judgment of the Commission and said municipal authorities that Southwest Front Avenue, with certain related or connecting streets, would, if widened and otherwise improved, afford and make available more adequate facilities and accommodations for the general motoring public than are available under existing conditions; and

WHEREAS, if said project is promoted and carried through to completion, it will be necessary that additional real property be acquired for right of way and other street purposes; and
WHEREAS, it is the purpose of the Highway Commission to cooperate with the municipal authorities of the City of Portland in the acquisition of said real properties; and

WHEREAS, for the purpose of procuring funds with which to pay the City's pro rata share of the cost of such right of way the City is submitting to the voters of the City of Portland the question of issuing bonds in the amount of $1,250,000, which question is to be voted on at the general election to be held in May, 1940.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and affirmatively voting, as follows:

1. That the Highway Commission hereby declares its purpose and plan to cooperate with the City of Portland in the widening and more permanent improvement of the following streets, known generally as the Southwest Front Avenue route, to wit:

   Beginning at the intersection of Barbur Boulevard and Southwest Front Avenue at or near Southwest Lane Street in the City of Portland; thence northerly along Southwest Front Avenue, crossing Southwest Arthur Street (and its extension known as Southwest Kelly Avenue) by means of a structure passing over the grade of said Southwest Arthur Street to a point at or near the intersection of Southwest Carruthers Street; thence crossing diagonally from Southwest Front Avenue to Southwest Water Avenue, and thence along Southwest Water Avenue, passing underneath the grade of Southwest Madison Street at Hawthorne Bridge, and underneath the grade of Southwest Morrison Street at the Morrison Street Bridge, and thence to an intersection with the Steel Bridge at or near the intersection of Northwest Front Avenue and Glisan Street; thence onto the Steel Bridge by a set of ramps; thence across the Steel Bridge to the east side of the Willamette River, passing under the Steel Bridge by a set of ramps, at a point near the intersection of North Williams Avenue and Northeast Oregon Street; thence northerly along the east bank of the Willamette River, passing underneath the Broadway Bridge, and thence to an intersection with Interstate Avenue at or near its junction with North Tillamook Street.
Also, a second route which operates as a service drive and which diverges from the first named route at its intersection with Southwest Columbia Street and proceeds thence westerly along Southwest Columbia Street to its intersection with Southwest Front Avenue, and thence northerly along Southwest Front Avenue to its intersection with Northwest Glisan Street, said point being approximately the westerly end of the Steel Bridge.

2. That the Commission does further declare its purpose to officially and affirmatively adopt said route and said streets as streets over which to route state highway traffic if and when the voters of the City of Portland at the general election to be held in May, 1940, approve the issuance and sale of bonds in the sum of $1,250,000, and if the necessary right of way can be procured at a cost satisfactory to the Highway Commission and the City authorities.

3. That for the purpose of determining the cost of real property needed and required for right of way purposes the legal and right of way departments of the Highway Department hereby are authorized and instructed to cooperate with the city officials of the City of Portland in the procurement of options disclosing the price or prices for which the several parcels of real property required for said project can be purchased, and that said options when taken be taken subject to the approval of the Highway Commission and the municipal authorities of the City of Portland.

4. That the permanent adoption and designation of said streets as a route over which to direct traffic entering and leaving the City from the above named highways shall be wholly and completely contingent upon the action of the voters of the City of Portland with respect to the authorization of said bond issue.
5. That this resolution be entered in the minutes and records of the Commission and a duly certified copy thereof delivered to the Honorable Joseph K. Carson, Mayor of the City of Portland, and a certified copy thereof delivered to W. H. Lynch, District Engineer of the Public Roads Administration.
I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the foregoing copy of the part of the minutes of the Oregon State Highway Commission covering the proposed designation of Southwest Front Avenue and related streets as a route over which to direct state highway traffic, as the same appears in the minutes of April 3, 1940, entered in Volume 25 of the Minute book, wherein official acts of the said Oregon State Highway Commission are recorded, has been compared by me with the original and that the same is a true and correct copy of the said portion of said minutes and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand this 10th day of April, 1940.

[Signature]
Secretary
Oregon State Highway Commission