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To Public Works from City Planning

Portland (Or.). City Planning Commission
The Bartholomew report recommends that S. W. Front Avenue be an eight-lane street from its intersection with S. W. Barbur Boulevard north. This means that the street should be widened to a minimum width of 100 feet.

The City Planning Commission has repeatedly affirmed its conviction that the Bartholomew report, with perhaps some slight changes, should be adopted as the official plan for Portland. Certainly that portion of Front Avenue from the public market south to Grover Street should conform to this plan which would mean that in the vicinity of the Smith Iron Works property owners should be appraised of a future intention to widen the street to at least 100 feet.

As shown on the sketch which I enclose herewith, the Bartholomew report also recommended a connection between Grover Street and Barbur Boulevard which would permit south-bound Front Avenue traffic to turn to the right on Grover Street, pass under Barbur Boulevard on Grover, turn south and come up joining the south-bound Barbur boulevard traffic without necessity of a traffic stop.

Studies made in the office of the Planning Commission show that it is possible to construct this underpass and Barbur Boulevard connection with grades less than five per cent. The present inter-
section of Front Avenue and Barbur Boulevard is very difficult for south-bound Front Street traffic as the grade from Gaines Street to Barbur Boulevard is very steep. If the construction as outlined were completed, that portion of Front Avenue from Barbur Boulevard to Grover Street would carry practically no south-bound traffic. There is therefore but little reason for widening that portion of Front Avenue.

Front Avenue can be made a highly desirable approach to the business district from Barbur Boulevard. It is entirely possible to relocate a short section of the street car tracks from Porter Street to Gibbs Street as shown by the red dotted lines on the accompanying sketch. It would then be possible to remove a bad dip in grade on Front Avenue and at the same time remove the street car interference with the Front Avenue traffic.

The Planning Commission is now making a study of the possibilities of this change with relation to the Barbur Boulevard. In view of the conditions herein named, the Planning Commission is of the opinion that the communication of the Smith Iron Works in regard to Front Avenue should be answered by an exposition of the Bartholomew report for that portion of the arterial street system of Portland.

Very truly yours,

Theron R. Howser, Secretary,
CITY PLANNING COMMISSION