

CITY OF PORTLAND, OREGON
BUREAU OF TRAFFIC ENGINEERING

COLLISION DIAGRAM

LOCATION SE CENTER ST. @ 74th AVE COMPILED BY EVANS
PERIOD COVERED 1977 TO 1979 DATE 6/17/80

LEGEND

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

S.E. CENTER ST.

SE. 74th AVE

OK

851

N

77

541

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

OK

OK

COLLISION TYPE	1977				1978				1979											
	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total
Angle		1	0	1																
Head-on																				
Rear-end																				
Sideswipe																				
Turning Movement																				
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL		1	0	1				0				0								

T.R. 9761

TRAFFIC COUNT TAB

Date 6-23-80
 Day MONDAY
 Weather CLOUDY

ON SE 74 TH AVE

ON _____

N/ SE CENTER ST RC 8

DIRECT- TIME	ION	N+S /Bd							
A.M.									
7-8		45							
8-9		54							
9-10		37							
10-11		35							
11-12		45							
P.M.									
12-1		43							
1-2		39							
2-3		55							
3-4		69							
4-5		101							
5-6		77							
6-7		43							
7-8		61							
8-9		31							
9-10		33							
10-11		16							
11-12		15							
A.M.									
12-1		9							
1-2		3							
2-3		3							
3-4		3							
4-5		2							
5-6		7							
6-7		25							
TOTAL									
GRAND TOTAL		851							

TRAFFIC COUNT TAB

Date 8-23-80

Day MONDAY

Weather CLOUDY

ON SE 73RD AVE

ON _____

N/SE CENTER ST RC 15

DIRECT- TIME	ION	N+S/ Bx							
A.M.									
7-8		19							
8-9		10							
9-10		22							
10-11		21							
11-12		31							
P.M.									
12-1		19							
1-2		9							
2-3		10							
3-4		27							
4-5		36							
5-6		30							
6-7		30							
7-8		22							
8-9		18							
9-10		8							
10-11		10							
11-12		2							
A.M.									
12-1		1							
1-2		0							
2-3		0							
3-4		0							
4-5		1							
5-6		3							
6-7		7							
TOTAL									
GRAND TOTAL		336							

Center
1980

CITY OF PORTLAND, OREGON
BUREAU OF TRAFFIC ENGINEERING

COLLISION DIAGRAM

LOCATION SE. CENTER ST. @ 72ND AVE COMPILED BY EVANS
PERIOD COVERED 1977 TO 1979 DATE 5/12/80

LEGEND

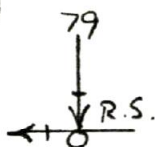
- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- ← Property Damage Only
- ↔ Collision-Rear-end
- ↔ Collision-Head-on
- ↔ Collision-Sideswipe
- Path of Pedestrian

S.E. CENTER ST.

SE-72ND AVE.

N

3490



395

541

- ← Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- ← Vehicle Backing
- Properly Parked
- ▨ Improperly Parked
- ↺ Vehicle Overturned
- ↻ Vehicle Skidded

R.S. = RIGHT-STOP

COLLISION TYPE	1977				1978				1979											
	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total
Angle										1	0	1								
Head-on																				
Rear-end																				
Sideswipe																				
Turning Movement																				
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.		1	0	1																
TOTAL		1	0	1				0		1	0	1								

FR 9480

TRAFFIC COUNT TAB

Date 6/23/80
 Day MONDAY
 Weather CLOUDY

ON SE 72nd AVE
N/SE Center St RC17

ON _____

DIRECT- TIME	ION								
A.M.									
7-8	191								
8-9	123								
9-10	169								
10-11	165								
11-12	159								
P.M.									
12-1	202								
1-2	221								
2-3	224								
3-4	255								
4-5	328								
5-6	319								
6-7	252								
7-8	214								
8-9	167								
9-10	150								
10-11	100								
11-12	55								
A.M.									
12-1	46								
1-2	15								
2-3	6								
3-4	3								
4-5	9								
5-6	21								
6-7	96								
TOTAL									
GRAND TOTAL	3,490								

CITY OF PORTLAND, OREGON
BUREAU OF TRAFFIC ENGINEERING

Center
1978

COLLISION DIAGRAM

LOCATION S.E. Center St. @ 70th Ave.

COMPILED BY EVANS

PERIOD COVERED 1976 TO 1979

DATE 11/7/79

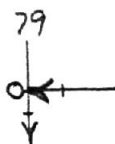
UPDATED 6/16/80 BE

LEGEND

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

S.E. Center St

S.E. 70th Ave.



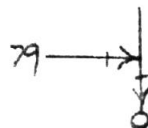
8/24/80
571
529



375



497



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

COLLISION TYPE	1976				1977				1978				1979							
	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total
Angle													2	1	3					
Head-on																				
Rear-end																				
Sideswipe																				
Turning Movement																				
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL				0				0				0	2	1	3					

+ R 9763

Bureau of Traffic Engineering
FIELD PROJECT INSTRUCTION SHEET

W.O. No. _____

Comp. No. _____

To B+D

8/19, 19 80

Location SE 70th Ave @ Center St

Work to be done

2 - 2 way sts

See _____
Prior to Field Work

Issued by

Wklw

Completed

8-21, 19 80

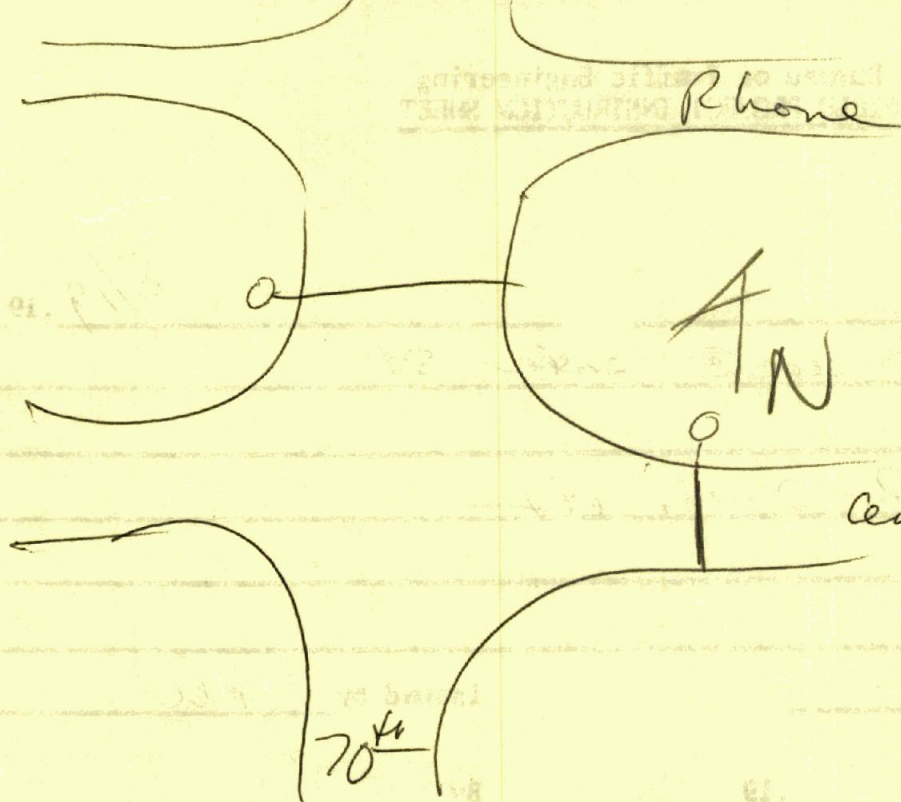
By

DT/BE

File _____

Connie Barclay
774-0143

Phone



Date 8-21-80
Day Thursday
Weather Clear

ON _____

[illegible]

SE 70 / CENTER

ANOTHER
WRECK

Connie

BAR KLEY -

774-0143.

Martini

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

STR-C1
1980

[Signature]

From Commissioner Schwab December 11, 1980
To Don Bergstrom - Traffic Engineering
Addressed to
Subject Letter from Mrs. C. Van Dyke

Attached hereto you will find a communication from Mrs. C. Van Dyke, relative to crosswalks near the Calaroga Terrace.

I would appreciate your evaluation and recommendations. I would also appreciate your sending a copy of your response to the Mayor and Mrs. Van Dyke.

MAS/ps

cc: Mrs. C. Van Dyke
Mayor Ivancie

TR 10591

RECEIVED
DEC 17 1980
BUREAU OF
TRAFFIC ENGINEERING

WASCO

DW

a

P+



N
V

~~RA~~

STR "C"

December 22, 1980

INTEROFFICE MEMORANDUM

FROM: M. J. Martini
Bureau of Traffic Engineering

TO: Helle Rode
City Attorney's Office

SUBJECT: Legal Speed N. Chicago Ave./N. Syracuse St.

Both these streets adjacent to their common intersection have a 25 M.P.H. maximum speed as prescribed by Oregon law for residential districts, except that, in lieu of control, if visibility for any approach, to either side, is under 200 feet within 50 feet of the intersection, the maximum speed is 20 M.P.H.

We trust the above information is adequate.

MJM:DRM:mc

DEB-Info

& File

Spec



December 11, 1980

Comment Re: *Pg 12*

MEMORANDUM

Commissioner
Mildred Schwab

TO: AX Steering Committee

FROM: Gail Siegrist *JS* Special Projects

RE: Main Street

BUREAU OF
PLANNING
621 S.W. ALDER ST.
PORTLAND, OR 97205

Terry SandbTast
ACTING DIRECTOR
248-4253

CODE
ADMINISTRATION
248-4250

LONG RANGE
PLANNING
248-4260

SPECIAL
PROJECTS
248-4509

TRANSPORTATION
PLANNING
248-4254

HOUSING AND
POPULATION
248-5525

On Thursday, December 18, 1980 at 4:00 p.m. in Room 208 at the Bureau of Planning, 621 SW Alder, you are invited to an informal meeting of the AX Steering Committee. The purpose of the meeting is to provide you with a copy of the Main Street Concept draft which you helped develop. I will review the recommendations again and answer questions. This meeting will constitute a "kick-off" to public review of the draft document. Copies of the Council adopted South Park Blocks Framework Master Plan will also be available at this meeting.

For your information, the following is the schedule for public review of the Main Street Concept Draft.

December 18, 1980	AX Steering Committee Meeting
January 19, 1981*	Public Meeting in Neighborhood
January 22, 1981	Design Review Committee - Advisory Review
February 3, 1981	Planning Commission Review
Late February	City Council review and adoption

(*tentative dates)

If you can not attend the meeting on December 18th or simply have questions, please feel free to call me at 248-4509.

GS:sa

cc: Bob Packard

RECEIVED
DEC 12 1980
BUREAU OF
TRAFFIC ENGINEERING

*I went to this mtg.
I picked up the report
PJS*



CITY OF

PORTLAND, OREGON

OFFICE OF MAYOR

Martini

AS per

STR "C" Center

Office of
Francis J. Ivancie, Mayor
1220 S.W. 5th
Portland, Oregon
(503) 248-4120

*WETmore
Wkr File*

December 16, 1980

Mr. Art Wallace
4006 SE 73rd
Portland, OR 97206

Dear Mr. Wallace:

You inquired about the improvement of Center Street from 72nd to 78th. This falls within the Housing and Community Development area which we hope to have improved in 1982 or 1983.

I do indeed wish it could be sooner, but several years from now your request will be granted.

Thanks for sharing this concern with me. Let me know if I can be of further assistance.

Sincerely,

Francis J. Ivancie
MAYOR

FJI:bg

cc: Chuck Olson
✓ Don Bergstrom

RECEIVED

DEC 22 1980

BUREAU OF
TRAFFIC ENGINEERING

L

RECEIVED
DEC 2 1980
MAYOR'S OFFICE

Wallace

774 8332

Postcard to 972 01

Vol 5373

Thank Art Wallace

Maya d'Amico for
How come there's still no money and we have
with free way money and we have
St. Louis at 210 3
Cents from 72nd to 78th is a man and
it is the only thing ST between prices
and it's not easy to have
a transition out of traffic but
we have 300 to 400 per day between
at 400 per day on Avenue
first and second at 400
Can you help in getting money
to work as Agents?

STR "C"

November 21, 1980

MEMORANDUM

TO: Kenneth Owens, Chief Fire Marshall
FROM: */W* C.J. Masco, Bureau of Traffic Engineering
SUBJECT: Requested Parking Removal - S.W. Cascade Drive

I am referring the attached request from Mr. John Kendall to you for your review and determination if parking should be eliminated on Cascade Drive, to provide clearance for emergency vehicles. Please advise this office if you feel current parking practices create any fire protection problems. If so, we will proceed with the steps agreed upon at our August 27th meeting.

CJM/as

cc: Mr. John Kendall
3131 S.W. Evergreen Lane
Portland, OR 97201

Mr. Byron Ferris
Westwood Hills Neighborhood Assoc.
3264 S.W. Evergreen Terrace
Portland, OR 97201

blind note to Ken Owens: Also, we have not received the results your second inspections of S.W. ~~Harwood~~ Place or S.W. Rutland Terrace. Please advise.

STR "C"

TO

DAVE MAGIN / TRAFFIC ENGINEERING
 317 S.W. Alder
 Portland, OR. 97204

[As per telephone
 conversation 9-18-80]

SUBJECT:

ROAD STRIPING / NORTH Channel Ave

DATE

Sept. 18, 1980

FOLD

SWAN ISLAND

M

E

S

S

A

G

E

FOLD

R

E

P

L

Y

Attached are two blue prints showing the new Portland Ship Repair Yard entrance off of N. Channel Ave. It is our desire to have striping completed in this area now that construction modifications are complete. Our problem is to have traffic movement both into the SRY, new waiting cars area, and employee parking area clarified. Any one gate into the employee parking area can be used as the main gate for directing traffic into the lot. I noticed there is some median area wide enough for a left-turn lane only - could this be used by emp. needing to turn into the pkg. lot?

If you have any questions please contact **SIGNED** Sarah Salazar
 me or Jean Chase at the Ship Repair Yard - Phone # 231-5000

W.B. L.T. bays striped for 2 D.W.'s E. of Dolphin & S. of Channel;
 4 ft rdwy. W. of Dolphin prevents marking L.T. bays between
 Dolphin & gate at dead end.

RECEIVED

SEP 22 1980

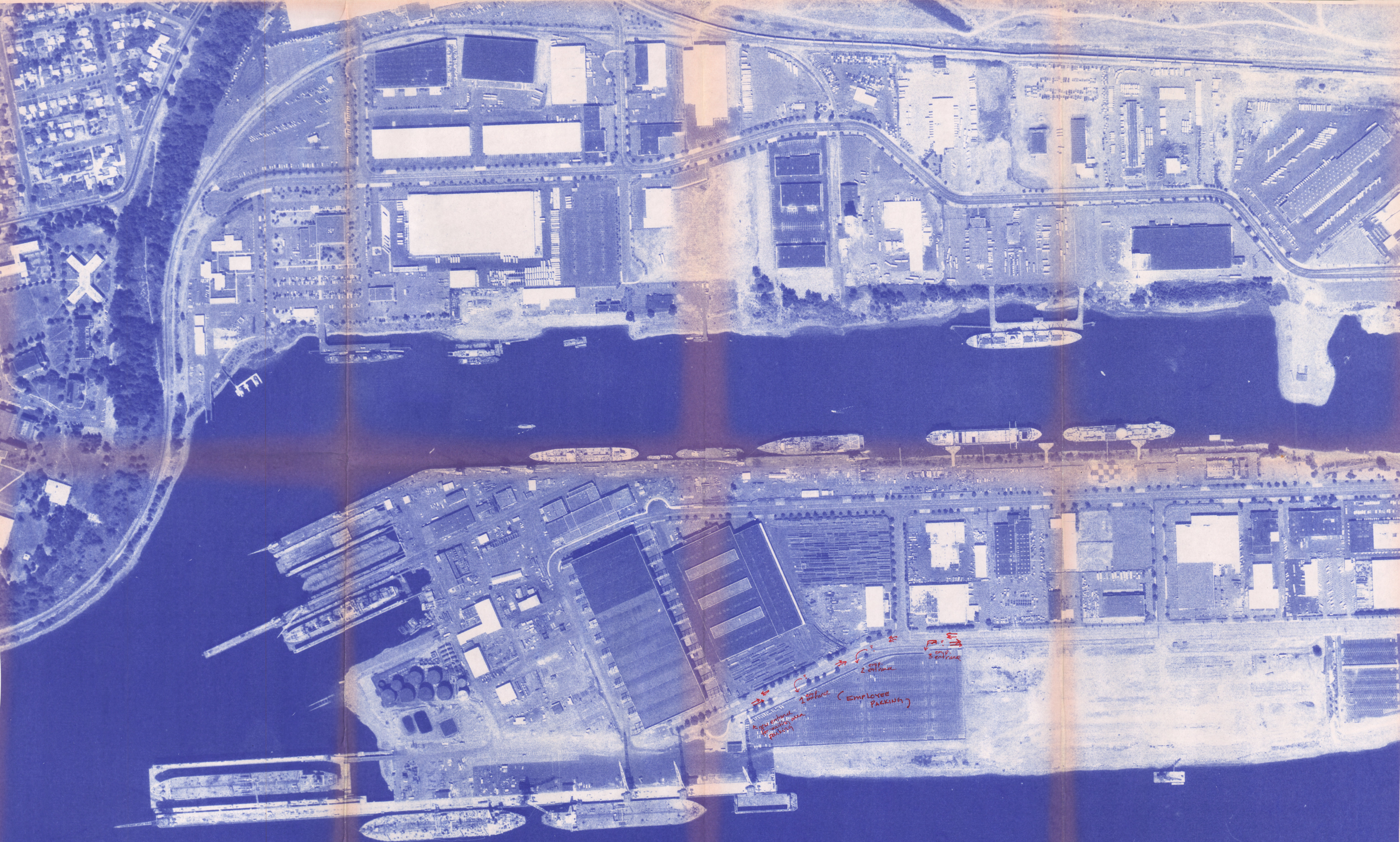
BUREAU OF
 TRAFFIC ENGINEERING

magin 11/18/80

DATE:

SIGNED

TRAFFIC ENGINEERING
BUREAU OF
SEP 28 1960
RECEIVED



STR "C"

November

November 4, 1980

Mr. Robert Johnson
Traffic Engineer
Multnomah County
2115 S.E. Morrison St.
Portland, Oregon 97214

Dear Bob:

We have been requested to alleviate a potentially hazardous condition of the intersection of S.W. 17th Drive and S.W. Canby Street.

Motorists entering this intersection have practically no visibility to approaching traffic because of the acute angle of intersection.

Depending upon where the existing oil mat lies within the 50 foot row, it appears that this problem could be greatly relieved by some grading in the Northwest and Southwest corners of the intersection.

Depending upon where the these two streets are maintained by Multnomah County. We are, therefore, submitting this request to your agency for consideration.

Sincerely,

M. J. Martini
Sr. Traffic Engineer

MJM:WES:mc

cc: Bill Stark



MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DONALD E. CLARK
COUNTY EXECUTIVE

STPUC
Wef
November 13, 1980

M.J. Martini, Sr. Traffic Engineer
City of Portland
Bureau of Traffic Engineering
317 SW Alder St.
Portland, OR 97204

Re: SW 17th Drive and SW Canby St.

Dear Sir:

We are in receipt of your letter of November 4, 1980 requesting that the County improve the visibility at the above referenced intersection. Our surveyors will be taking cross sections of this intersection in the near future to determine if visibility can be improved by grading within the existing right-of-way.

We will keep you informed of our progress.

Very truly yours,

OLIVER J. DOMREIS
County Engineer

Robert E. Johnson
ROBERT E. JOHNSON
Traffic Engineer

REJ:bb

RECEIVED

NOV 18 1980

**BUREAU OF
TRAFFIC ENGINEERING**

STR "C"

October 29, 1980

Mr. Charles Hagens
Boise Neighborhood Improvement Assoc.
2843 N.E. Union Avenue
Portland, Oregon 97212

Dear M. Hagens:

As a followup to our letter of October 24th we would like to make you aware of a proposal that we are considering regarding the traffic signing on N.CCook and Gantenbein.

It is our proposal to ask the City Council to permit a 90-day test period with these turn restrictions removed.

At the public hearing which resulted in the present access design to the Fremont Bridge, the major objection was the fear that streets such as N.E. Fremont would increase in volume due to the attraction to the 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.

Since this office has received no complaints about the present volume of traffic from the neighborhood, it would appear that they are not bothered.

Recent counts show the combined volumes of these ramps to be 5,000 vehicles per day. With an 80% violation rate, we are faced with a very large number of potential traffic tickets. Also, we are sure that Emanuel Hospital is not pleased with the 20% of the legal drivers who obey the turn restrictions and go through the hospital grounds.

It will be part of our proposal to establish count stations on the major approach streets such as N. Williams, Vancouver, Fremont. We would monitor these locations along with the bridge ramps to see if volumes

increased to an unacceptable level.

We would appreciate having your opinion about our proposal along with any other recommendations you may have.

The signs we would remove if this test period is approved are shown on the enclosed sketch.

If you have any questions, please contact Dave Magin 248-4289.

Sincerely,

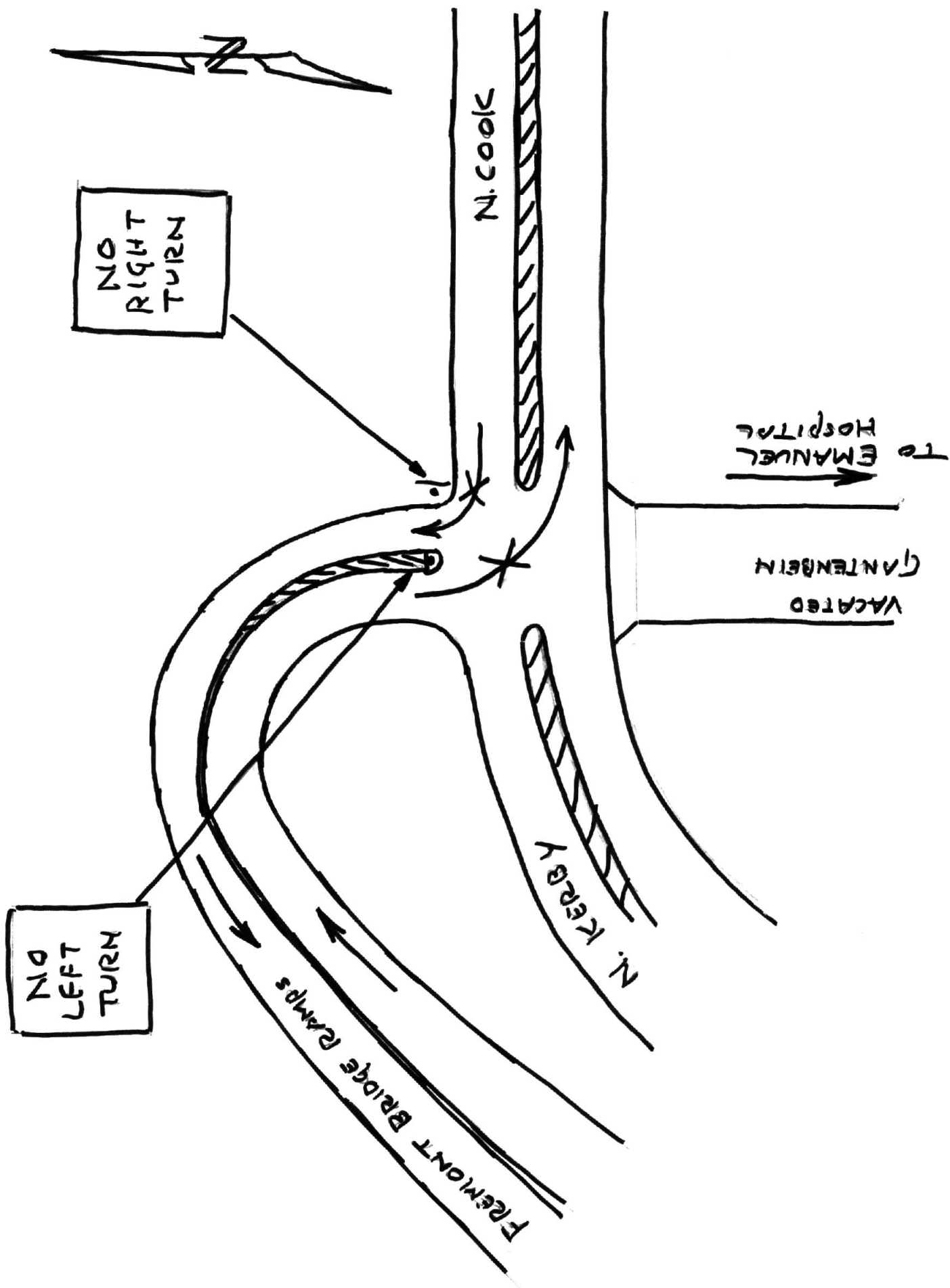
M. J. Mariani
Sr. Traffic Engineer

DRM:ah

Enclosure: sketch

File

N - COOK



TRAFFIC CONTROL

ENGINEER _____

COMPLAINT NO.: _____

DATE: _____

SUBMIT BY: _____

STUDY: _____

PROCEDURAL ANALYSIS

- | | |
|---|---|
| <input type="checkbox"/> Vehicular volumes | <input type="checkbox"/> Accident analysis |
| <input type="checkbox"/> Vehicular movement counts | <input type="checkbox"/> Accident rate (intersectional) |
| <input type="checkbox"/> Pedestrian volumes | <input type="checkbox"/> Accident rate (section) |
| <input type="checkbox"/> Vehicular delay | <input type="checkbox"/> Speed study (graph) |
| <input type="checkbox"/> Pedestrian delay | <input type="checkbox"/> Speed and delay |
| <input type="checkbox"/> Pedestrian gap study | <input type="checkbox"/> Observations <input type="checkbox"/> AM <input type="checkbox"/> PM |
| | <input type="checkbox"/> Off peak |
| <input type="checkbox"/> Coordinate with | <input type="checkbox"/> Refer to |
| <input type="checkbox"/> OSHD | <input type="checkbox"/> Multnomah Co. |
| <input type="checkbox"/> City Engineer | <input type="checkbox"/> Highway Coordinator |
| <input type="checkbox"/> Nuisance Div. | <input type="checkbox"/> Park Bureau |
| <input type="checkbox"/> Washington Co. | <input type="checkbox"/> Clackamas Co. |
| <input type="checkbox"/> Junior Safety Education | |
| <input type="checkbox"/> Parking Control | |
| <input type="checkbox"/> Applied experience | |
| <input type="checkbox"/> Prepare plan | <input type="checkbox"/> Prepare map |
| <input type="checkbox"/> Design channelization and/or traffic control | |
| <input type="checkbox"/> Other | |
| <input type="checkbox"/> Report | <input type="checkbox"/> Written <input type="checkbox"/> Oral |
| <input type="checkbox"/> Inform party | <input type="checkbox"/> Phone <input type="checkbox"/> Letter <input type="checkbox"/> In person |
| <input type="checkbox"/> Write work orders | |

Note: This sheet shall accompany all complaint blanks or reports required.



PORTLAND PUBLIC SCHOOLS

~~631 Northeast Clackamas Street / Portland, Oregon 97232~~

Phone: (503) ~~234-3392, Ext. 303~~ 249-3307

Mailing Address: P. O. Box 3107 - 97208

PORTLAND PUBLIC SCHOOLS POLICE



Leonard W. Schmurr
Chief

Clackamas

January 21, 1980

D.E. Bergstrom, Traffic Engineer
317 S.W. Alder Street
Portland, OR

Dear Mr. Bergstrom:

1 HR.

Please initiate an order to remove the restricted parking on all sides of our old School District Administration Building at 631 N.E. Clackamas. The parking adjacent to the old School District Shops immediately across from the Administration Building could also be removed. The Fish and Wildlife Agency has initiated this request.

ACROSS FROM

Sincerely,

Leonard W. Schmurr
Chief

LS/pb

*Wait
he rented*

see

TR# 3141

W.O 22701 - 22706

9/16/80

RECEIVED

FEB 8 1980

BUREAU OF
TRAFFIC ENGINEERING

(7)

(2)

STR "C"

October 24, 1980

Ms. Stephanie Masson
4075 N. Castle Ave.
Portland, Oregon 97227

Dear Ms. Masson:

As requested, we have made a standard study of N. Castle Ave. and N. Mason St. for possible traffic control. As specially requested, we included weekend counts in our study.

Two-way counts should be

Two-way 9/18/80	Castle	134	Mason	138
Saturday, 9/19/80	"	130	"	137
Sunday, 9/19/80	"	93	"	102
Monday, 9/20/80	"	138	"	137

Our records show no reported accidents at Castle and Mason since 1976. We are aware that accidents occur that are unreported. Our overall accident check of the entire overlook district reveals no more than one reported accident at any intersection.

Warrants for two-way stop control adopted by the City Council require a minimum of 1,000 vehicles per day on the major street and an average of two reported correctable accidents per year for the past three years. The requirements for four way stops are of course higher.

Stephanie Masson
October 24, 1980
Page 2

The Council further provides that on local streets with less than 500 vehicles per day, which do not meet either warrant, requests for "Stop" signs shall be approved by an organized citizens group or neighborhood association. The Overlook area is represented by North Portland Citizens Committee. Contact person is Mr. Steve Roso, 3 Neighbors North, 7508 N. Hereford Ave. 97203, 248-4524.

Thank you for your interest in traffic safety.

Sincerely,

M. J. Martini
Sr. Traffic Engineer

MJM:DRM:mc

IMPORTANT MESSAGE

FOR Dave Magin

DATE 9-8 TIME 3:20 A.M.
P.M.

WHILE YOU WERE OUT

M. Stephanie Masson

OF Castle & Mason

PHONE No. 287-9143

Area Code

Number

Extension

TELEPHONED



PLEASE CALL



CALLED TO SEE YOU

WILL CALL AGAIN

WANTS TO SEE YOU

URGENT

RETURNED YOUR CALL

MESSAGE _____

SIGNED _____

	1977	1978	1979
CASTLE @ MASON			
CASTLE @ OVERLOOK			
CASTLE @ SHAVER			
CASTLE @ SKIDMORE			
COLONIAL @ FAILING			
COLONIAL @ MASON			
COLONIAL @ OVERLOOK	1	PDO	
COLONIAL @ SHAVER			
COLONIAL @ SKIDMORE	EAST WEST		
CONCORD @ FAILING			
CONCORD @ MASON	1	INT	
CONCORD @ SHAVER			
CONCORD @ SKIDMORE			
COURT @ MASON			
COURT @ OVERLOOK			
COURT @ SKIDMORE			
LONGVIEW @ FAILING			
LONGVIEW @ MASON			
LONGVIEW @ OVERLOOK			
LONGVIEW @ SHAVER			
LONGVIEW @ SKIDMORE			
MASSACHUSETTS @ FAILING			
MASSACHUSETTS @ MASON		1	PDO
MASSACHUSETTS @ OVERLOOK			
MASSACHUSETTS @ SHAVER	1	INT	
OVERLOOK @ MASON	1	PDO	
OVERLOOK @ SKIDMORE			
OVERLOOK @ SHAVER			

TRAFFIC COUNT TAB

Date 9/19 - 9/23/80
 Day Friday Tuesday
 Weather cloudy/showers

ON N. MASON ST E+W/BD.
E/N CASTLE AVE LSI

ON _____

DIRECT- TIME-ION	9-19 FRI	9-20 SAT	9-21 SUN	9-22 MON	9-23 TUES			
A.M.								
7-8		5	0	3	12			
8-9		8	5	10	6			
9-10		8	8	4	4			
10-11	10	4	4	7	3			
11-12	11	8	5	4	4			
P.M.								
12-1	8	11	7	11	3			
1-2	3	12	5	4	8			
2-3	7	9	8	12	5			
3-4	13	11	6	11	10			
4-5	17	12	4	8				
5-6	10	6	6	17				
6-7	3	9	11	15				
7-8	11	10	5	9				
8-9	7	7	3	9				
9-10	2	5	9	5				
10-11	6	2	5	2				
11-12	5	6	2	3				
A.M.								
12-1		2	2	2	2			
1-2		1	4	0	2			
2-3		0	2	1	0			
3-4		0	1	0	1			
4-5		0	0	0	0			
5-6		0	0	0	0			
6-7		1	0	0	0			
TOTAL	14 hrs: 113	137	102	137	16 hrs: 60			
GRAND TOTAL	Est. 138/24 hrs							

TRAFFIC COUNT TAB

Date 9/19-9/2/80
 Day Fri - Tues
 Weather Cloudy/Showers

ON N CASTLE AVE N+S/Bd
S/N MASON ST RCS

ON _____

DIRECT- TIME	9-19 FRI	9-20 SAT	9-21 SUN	9-22 MON	9-23 TUES			
A.M.								
7-8		4	1	7	4			
8-9		7	4	9	6			
9-10		7	4	14	3			
10-11	8	10	2	5	1			
11-12	8	5	5	10	2			
P.M.								
12-1	6	11	4	6	6			
1-2	8	10	5	7	8			
2-3	8	11	6	7	5			
3-4	8	8	9	13				
4-5	16	6	3	10				
5-6	11	7	18	13				
6-7	14	14	10	9				
7-8	3	11	4	3				
8-9	11	5	7	6				
9-10	2	5	3	3				
10-11	2	1	2	5				
11-12	4	1	1	5				
A.M.								
12-1		1	5	4	1			
1-2		2	0	0	3			
2-3		0	0	0	1			
3-4		1	0	0	0			
4-5		1	0	2	0			
5-6		1	0	0	1			
6-7		1	0	0	1			
TOTAL	14 hrs: 109	130	93	138	15 hrs: 42			
GRAND TOTAL	Est. 134 1/2 hr.							

INTERVL:

SETUP DATE: 912 SETUP TIME: 1035
 RETRIEVAL DATE: 915 RETRIEVAL TIME: 1500
 N. MASON ST E+W/Bd E/N CASTLE AVE
 CH: CHANNEL:
 1 2

CITY OF PORTLAND
BUREAU OF TRAFFIC ENGINEERING
TRAFFIC COUNT TAB

COUNT TAKEN ON 9/12-9/15/80

DAY OF WEEK FRI-MON

COUNT TAKEN BY DT 0

COUNT TAKEN BY		DT	
11	11	0	0
12	12	0	0
13	13	0	0
14	14	0	0
15	15	0	0
16	16	0	0
17	17	0	0
18	18	0	0
19	19	0	0
20	20	0	0
21	21	0	0
22	22	0	0
23	23	0	0
24	24	0	0
25	25	0	0
26	26	0	0
27	27	0	0
28	28	0	0
29	29	0	0
30	30	0	0
31	31	0	0
32	32	0	0
33	33	0	0
34	34	0	0
35	35	0	0
36	36	0	0
37	37	0	0
38	38	0	0
39	39	0	0
40	40	0	0
41	41	0	0
42	42	0	0
43	43	0	0
44	44	0	0
45	45	0	0
46	46	0	0
47	47	0	0
48	48	0	0
49	49	0	0
50	50	0	0
51	51	0	0
52	52	0	0
53	53	0	0
54	54	0	0
55	55	0	0
56	56	0	0
57	57	0	0
58	58	0	0
59	59	0	0
60	60	0	0
61	61	0	0
62	62	0	0
63	63	0	0
64	64	0	0
65	65	0	0
66	66	0	0
67	67	0	0
68	68	0	0
69	69	0	0
70	70	0	0
71	71	0	0
72	72	0	0
73	73	0	0
74	74	0	0
75	75	0	0
76	76	0	0
77	77	0	0
78	78	0	0
79	79	0	0
80	80	0	0
81	81	0	0
82	82	0	0
83	83	0	0
84	84	0	0
85	85	0	0
86	86	0	0
87	87	0	0
88	88	0	0
89	89	0	0
90	90	0	0
91	91	0	0
92	92	0	0
93	93	0	0
94	94	0	0
95	95	0	0
96	96	0	0
97	97	0	0
98	98	0	0
99	99	0	0
100	100	0	0

TATION: 1282 IDENT: 2222 PROG: 1001 INTRVL: 15 MIN

SETUP DATE: 912 SETUP TIME: 1044
RETRIEVAL DATE: 915 RETRIEVAL TIME: 1455
N. CASTLE AVE N15/Bd S/N. MASON ST
OUR: CHANNEL:
1 2

CITY OF PORTLAND
BUREAU OF TRAFFIC ENGINEERING
TRAFFIC COUNT TAB
COUNT TAKEN ON 9/12-9/15/80
DAY OF WEEK FRI-MON
COUNT TAKEN BY 1 DT

	0	7							
	0	0							
11	0	7							
	0		2						
	1		4						
	0		0						
	1		4						
12	2	21	10						
	2		0						
	1		1						
	0		0						
	1		0						
13	4	22	1						
	0		2						
	6		0						
	1		1						
	1		3						
14	8	23	3						
	0		2						
	0		0						
	1		1						
	2		0						
15	4	24	2						
	4		1						
	5		0						
	0		0						
	2		4						
16	11	SAT 1	5						
	5		5						
	4		0						
	1		0						
	4		0						
17	14	2	5						
	5		0						
	7		0						
	12		0						
	5		0						
18	29	3	0						
	2		2						
	0		0						
	6		0						
	3		0						
19	11	4	2						
	2		1						
	2		0						
	3		0						

--24 HOUR TOT
CHAN: TOTAL
1 142
2 7
149
HOUR: CHANN
1
11 7
2 2
1 1
4

	1	0							
	1	0							
	3	22	4						
13	5								
	1		3						
	4		1						
	8		0						
	13	23	4						
14	26								
	5		0						
	13		0						
	2		0						
	5	24	0						
15	25								
	0		2						
	1		3						
	1		0						
	1	SUN	1						
	1		6						
16	3								
	3		0						
	5		0						
	8		0						
	1	2	0						
17	17								
	2		4						
	3		0						
	0		0						
	4	3	4						
18	9								
	6		0						
	8		0						
	10		0						
	2		0						
19	26	4	0						
	2		0						
	0		1						
	3		0						
	1	5	1						
20	6								
	2		0						
	0		0						
	0		0						
	0		1						

--24 HOUR TOTALS--
CHAN: TOTALS:
1 167
2 0
HOUR: CHANNEL:
1 2
0 0
0 0
1 0
1 0
11 2 0
2 0
4 0
7 0
0 0
12 13 0
16 0
5 0
2 0
0 0
13 23 0

STATION: 1280.

IDENT: 1111

FROG: 1001

INTRVL: 15 MIN

SETUP DATE: 909

SETUP TIME: 1545

TIME: 1545

RETRIEVAL DATE: 911

RETRIEVAL TIME: 1507

507

N. FAILING ST E/W/Bd E/N. LONGVIEW AVE

HOUR: CHANNEL:

1 2

1 2

CITY OF PORTLAND
BUREAU OF TRAFFIC ENGINEERING
TRAFFIC COUNT TAB

TRAFFIC COUNT TAB
COUNT TAKEN ON 9/9-9/11/80
FIVE-THUR

DAY OF WEEK TUE-THUR
BE/DT

COUNT TAKEN BY BE/DI

COUNT TAKEN BY			
16	3	0	0
2	0	3	6
1	0	3	18
1	1	2	6
5	0	9	6
17	9	11	17
15	0	1	3
16	0	5	2
5	0	5	5
8	0	3	7
18	44	12	14
6	0	1	6
4	0	4	3
5	0	1	3
4	0	3	2
19	19	13	9
2	0	5	2
4	0	1	8
8	0	2	6
1	0	8	2
20	15	14	16
3	0	7	4
5	0	1	0
1	2	3	1
3	0	9	0
21	12	15	20
2	2	15	20
0	0	2	2
2	0	8	3
2	5	4	0
4	2	0	4
8	9	2	14
2	2	1	1
5	6	4	6
1	2	3	2
5	5	5	5
23	13	8	15
2	5	5	2
1	4	4	2
0	1	10	2
1	1	16	20
4	9	11	20
1	0	6	0
0	3	4	0
1	3	3	1
1	3	10	0
1	1	17	23
1	3	10	7
1	10	7	0

STATION: 1275

IDENT: 1111

PROG: 1001

INTRVL: 15 MIN

SETUP DATE: 909

SETUP TIME: 1515

RETRIEVAL DATE: 911

RETRIEVAL TIME: 1449

N. LONGVIEW AVE N+5/Bd

S/N. MASON ST

HOUR: CHANNEL:

1 2

CITY OF PORTLAND
BUREAU OF TRAFFIC ENGINEERING
TRAFFIC COUNT TAB

COUNT TAKEN ON 9/9-9/11/80

2 DAY OF WEEK 0 THE-THUR 2

3 COUNT TAKEN BY BE/DT 0

DAY OF WEEK		TUE - THUR	
COUNT TAKEN		BE/DT	
1	0	2	0
3	0	1	0
3	0	2	0
16	1	10	7
1	0	1	0
9	0	1	0
2	0	1	0
17	2	11	5
14	0	1	0
7	0	0	0
1	0	0	0
3	0	0	0
0	0	0	0
18	3	12	4
11	0	0	0
0	0	2	0
1	0	4	0
3	0	4	0
5	0	0	0
9	4	13	5
3	0	1	0
1	0	2	0
0	0	3	0
0	0	2	0
0	0	0	0
20	5	14	8
4	1	2	1
1	0	1	0
0	0	2	0
3	0	1	0
5	0	2	0
9	6	15	6
1	1	1	0
2	0	5	0
0	5	5	0
1	5	1	0
1	11	2	0
4	7	150	0
0	0	1	0
1	3	13	0
0	4	3	0
1	8	5	0
1	15	4	0
23	8	16	25
2	1	1	1
0	3	10	4
2	1	0	0
0	1	0	0
0	2	0	0
0	7	10	4
24	9	16	25

STATION: 1278 IDENT: 1111 PROG: 1001
 N. COURT AVE N/S/B S/V. MASON ST
 SETUP DATE: 87909 1530 911 1505
 1-2

INTRVL: 15 MIN

CITY OF PORTLAND
 BUREAU OF TRAFFIC ENGINEERING
 TRAFFIC COUNT TAB

COUNT TAKEN ON 9/4-9/11/80

DAY OF WEEK TUE - THUR

COUNT TAKEN BY BE/OT

2-0
 1-0
 15-1544

24 HOUR TOTAL

CHAN: TOTAL

1-2770

2-2

HOUR: CHAN

9/9/80
 1-24

3-2

1-0

2-0

1-0

16 7 1 2 10 1 17 7 2 0 11 3 18 9 3 1 12 6 19 11 4 1 13 5 20 4 5 2 14 7 21 3 6 0 15 7 22 2 7 8 2

0-0

1-0

1-0

1-0

0-0

0-0

4-1

5-0

18 9 3 1 12 6 19 11 4 1 13 5 20 4 5 2 14 7 21 3 6 0 15 7 22 2 7 8 2

1-0

3-0

1-0

1-0

1-0

19 6 4 0 13 3 20 1 1 5 2 21 3 6 0 15 7 22 2 7 8 2

2-0

0-2

2-0

0-0

0-0

2-1

2-0

0-0

0-0

20 4 5 2 14 7 21 3 6 0 15 7 22 2 7 8 2

1-1

1-2

1-0

0-1

0-1

21 3 6 0 15 7 22 2 7 8 2

0-2

0-4

0-0

0-0

2-1

2-1

22 2 7 5 23 2 24 8 2

--24 HOUR TOTAL

CHAN: TOTAL

1-84

2-0

23 HR TOTAL
 3870

STATION: 1273 IDENT: 1111 PROG: 1001 INTRVL: 15 MIN

SETUP DATE: 909 SETUP TIME: 1506
 RETRIEVAL DATE: 911 RETRIEVAL TIME: 1444
 N. COLONIAL AVE Nrs/Bl S/N MASON ST
 HOUR: CHANNEL:
 1 2

**CITY OF PORTLAND
 BUREAU OF TRAFFIC ENGINEERING
 TRAFFIC COUNT TAB**

COUNT TAKEN ON 9/9-9/11/80

DAY OF WEEK TUE-THUR

COUNT TAKEN BY BE/DT

1	1	0	3	24	0	4
3	1	0	0	5	0	1
6	0	1	2	17	2	0
2	1	3	0	7	1	3
16	12	1	5	7	0	5
3	0	0	6	2	0	14
6	0	0	0	9	0	1
7	1	5	3	18	25	3
7	1	3	11	6	1	12
17	23	2	14	6	0	1
8	0	0	0	6	0	3
6	0	0	0	2	0	7
1	0	0	3	6	0	11
5	0	0	4	19	20	4
18	20	3	6	4	1	13
5	0	12	13	20	0	1
7	0	3	3	4	0	1
2	0	1	1	4	0	8
5	0	0	0	4	0	3
19	19	4	8	20	32	5
6	0	13	12	5	2	1
4	0	1	1	7	0	2
14	0	3	3	3	0	0
10	0	1	1	2	0	0
20	34	5	1	21	17	6
2	2	14	6	2	2	2
6	0	5	5	3	3	1
3	0	5	2	1	1	0
3	0	2	1	22	7	7
21	14	6	13	7	6	0
6	1	15	13	2	0	0
3	0	--24 HOUR TOT		0	2	0
2	1	CHAN: TOTAL		1	1	0
2	4	1 (241)		4	0	0
22	13	2 13		7	8	3
3	2	HOUR: CHANN		1	2	0
2	2	1		0	0	0
1	3			0	2	0
1	2			0	0	0
23	7			24	1	9
1	6			0	1	0
1	2			0	0	0
2	2			1	2	0
1	0			0	1	0
24	5			1	4	0
9	10			10	4	0
16	9			1	1	10

3616 I

COUNT TAKEN ON 9/9-9/11/80
DAY OF WEEK TUE-THUR
COUNT TAKEN BY RE/DT

COUNT TAKEN BY <u>BE/DT</u>																				
16	20	31	15	15	12	18	60	2	0	11	16	17	33	15	13	78	3	5	12	33
17	16	47	18	8	89	5	3	0	0	11	16	17	10	8	17	52	4	0	13	33
18	89	3	0	0	0	0	0	0	0	12	28	13	11	11	9	13	5	0	14	34
19	36	4	0	0	0	0	0	0	0	13	50	11	8	9	7	35	6	1	7	7
20	46	5	5	0	0	0	0	0	0	14	19	8	3	4	6	21	7	15	0	0
21	56	6	1	0	0	0	0	0	0	15	40	60	35	1	2	98	8	29	0	0
22	22	7	12	1	8	7	18	34	12	10	10	10	7	37	16	37	9	38	10	17
23	23	8	34	12	8	13	5	3	3	16	37	0	2	0	0	0	11	25	0	0
24	14	9	38	2	5	6	4	0	0	17	50	0	2	0	0	0	11	25	0	0
25	4	2	0	2	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
26	2	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
27	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
28	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
29	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
30	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
31	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
32	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
33	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
34	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
35	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
36	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
37	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
38	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
39	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
40	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
41	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
42	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
43	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
44	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
45	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
46	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
47	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
48	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
49	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
50	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
51	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
52	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
53	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
54	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
55	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
56	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
57	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
58	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
59	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
60	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
61	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
62	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
63	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
64	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
65	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
66	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
67	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
68	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
69	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
70	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
71	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
72	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
73	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
74	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
75	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
76	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
77	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
78	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
79	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
80	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
81	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
82	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
83	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
84	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
85	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
86	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
87	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
88	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
89	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
90	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
91	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
92	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
93	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
94	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
95	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
96	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
97	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
98	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
99	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0
100	0	0	0	0	0	0	0	0	0	17	50	0	2	0	0	0	11	25	0	0

TRAFFIC COUNT TAB

Date 9/11 - 9/15/80

Day THURS - MON

Weather CLEAR TO PT. CLOUDY

ON N. OVERLOOK BLVD

ON _____

W/N. LONGVIEW AVE

RC # 17

DIRECT- TIME	ION	E+W/Bd	9/12 FRI	9/13 SAT	9/14 SUN	9/15 MON			
A.M.									
7-8		9/11 THURS	20	3	3	20			
8-9			23	6	4	23			
9-10			14	13	10	14			
10-11			18	15	15	18			
11-12			17	29	26	17			
P.M.									
12-1			19	30	15	19			
1-2			22	27	15	22			
2-3			20	31	16				
3-4			39	27	33				
4-5		40	46	23	22 40				
5-6		44	60	23	32				
6-7		36	28	22	22 53				
7-8		43	32	23	22 67				
8-9		19	10	10	16				
9-10		81	14	6	5				
10-11			7	8	8				
11-12			10	SAT 13	6				
A.M.									
12-1			12	9	9	2			
1-2			5	2	2	0			
2-3			5	2	2	0			
3-4			1	0	0	2			
4-5			1	1	1	0			
5-6			1	0	0	1			
6-7			13	3	3	13			
TOTAL			437	326	287				
GRAND TOTAL					AVG WEEKDAY TOTAL=	417			

STATION: 1274 IDENT: 1111 PROG: 1001 INTRVL: 15 MIN

SETUP DATE: 909 SETUP TIME: 1511
 RETRIEVAL DATE: 911 RETRIEVAL TIME: 1459
 N. SKIDMORE ST E/W/Bd E/N. COLONIAL AVE
 HOUR: CHANNEL:
 1 2

**CITY OF PORTLAND
 BUREAU OF TRAFFIC ENGINEERING
 TRAFFIC COUNT TAB**

COUNT TAKEN ON 9/9-9/11/80

OF AREA TUE-THUR

BE/OT

5	5	0	18	26	1	5
20	5		21	19	1	14
24	4		11	21	2	11
84	3		11	30	2	15
16 133	1 17	10	61	17 96	2 5	11 45
25	0		13	20	0	15
29	0		7	26	2	18
23	4		22	18	0	15
41	3		11	24	1	14
17 118	2 7	11	53	18 88	3 3	12 62
28	1		7	19	2	31
31	1		20	47	0	22
26	0		24	32	0	18
32	1		24	36	0	21
18 117	3 3	12	75	19 134	4 2	13 92
14	0		24	29	0	18
26	0		12	16	2	15
20	1		10	25	1	24
28	0		26	19	2	23
19 88	4 1	13	72	20 89	5 5	14 80
9/9 T 20	0	9/10 W	19	22	0	17
30	1		13	11	0	20
27	0		11	20	2	16
24	0		17	19	3	
20 101	5 1	14	60	21 72	6 5	1487
25	2		12	15	7	
11	0		10	16	7	
20	4		17	13	8	0
17	3		14	10	5	0
21 73	6 9	15	53	22 54	7 27	0
11	5			10	5	0
14	10	--24 HOUR TO		6	18	0
15	6	CHAN: TOTAL		11	23	0
17	9	1 1328		7	18	0
22 57	7 29	2 0		23 34	8 64	0
14	8			7	18	0
7	19	HOUR: CHAN		8	24	0
8	16	1		5	17	0
9	21			9	13	0
23 38	8 64			24 29	9 72	0
6	22		32	4	13	0
5	21		26	1	13	0
7	12		24	2	15	0
4	21		27	0	11	0
24 22	9 76	16 109	1	7	10 52	0

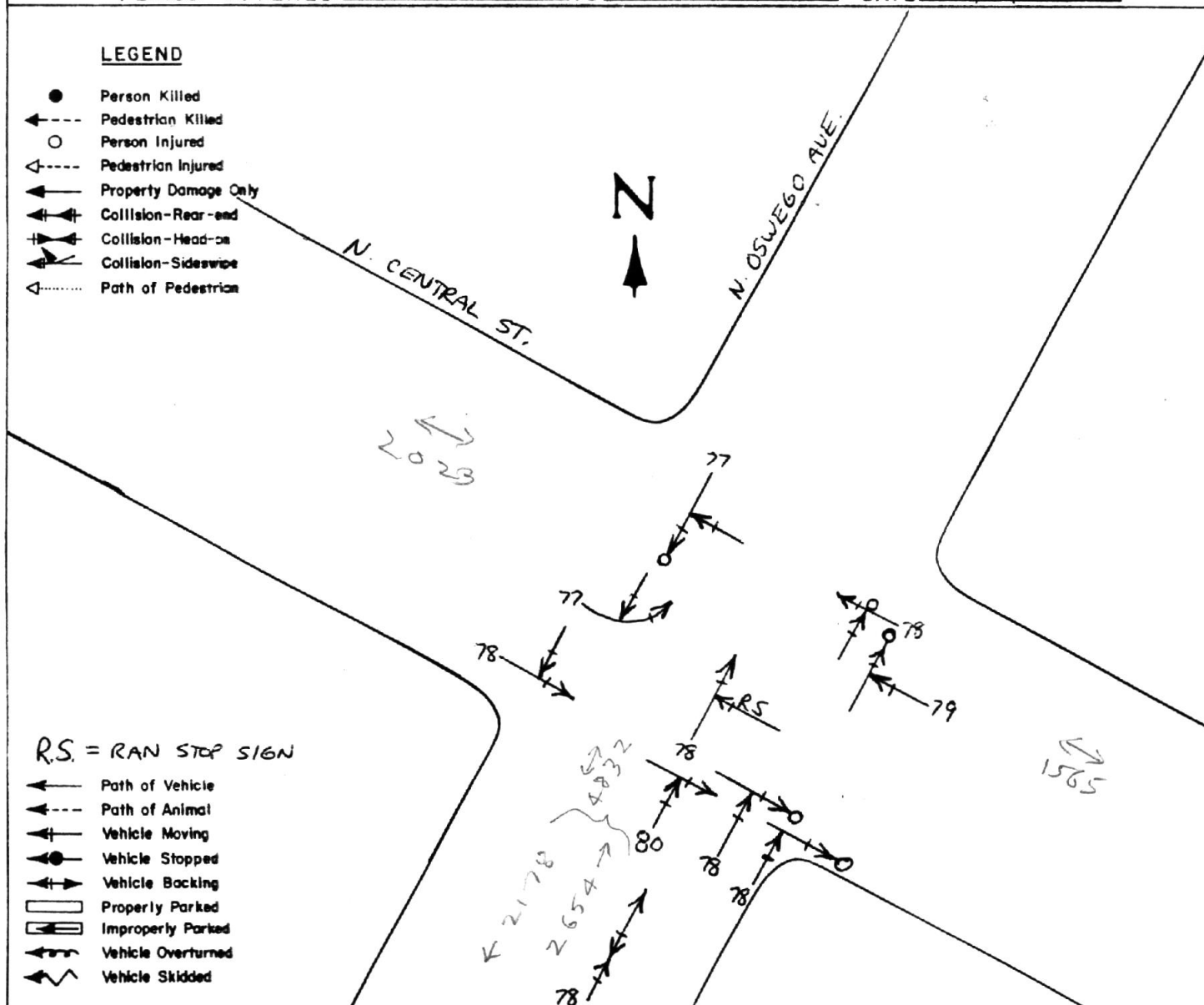
STR "C"

CITY OF PORTLAND, OREGON
BUREAU OF TRAFFIC ENGINEERING
COLLISION DIAGRAM

LOCATION N CENTRAL ST @ OSWEGO AVE COMPILED BY EVANS
PERIOD COVERED 1977 TO 6 mos 1980 DATE 10/6/80

LEGEND

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



R.S. = RAN STOP SIGN

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

COLLISION TYPE	1977				1978				1979				6 mos 1980			
	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total
Angle		1	0	1		3	2	5		1	0	1			1	1
Head-on																
Rear-end																
Sideswipe																
Turning Movement			1	1												
Parking																
Non-collision																
Fixed Object																
Pedestrian																
Backing							1	1								
Misc.																
TOTAL		1	1	2		3	3	6		1	0	1			1	1

2 Corv.

Score

100%

100%

Aug. 29/90. (3 1/2 yrs.)

T.R 10504

STATION: 1325

IDENT: 1111

PRG: 1001

INTRVL: 15 MIN

SETUP DATE: 1001

SETUP TIME: 1340

RETRIEVAL DATE: 1003

RETRIEVAL T.

HOUR: CHANNEL:

N. Central St E/W/RD - W/N. Oswego Ave

14	38	3	0	28	0	47	0
	30	4	0	29	0	43	0
	37	9	0	25	0	13	0
	50	2	0	30	0	0	0
	69	24	18	9	112	0	0
15	186						
	56	4	0	32	0	0	0
	47	3	0	21	0	0	0
	53	3	0	11	0	0	0
	49	3	0	19	0	17	0
16	205	1	13	10	83	0	0
	42	1	0	26	0	0	0
	48	1	0	24	0	5	0
	56	0	0	31	0	0	0
	45	1	0	20	0	18	5
17	191	2	3	11	101	0	0
	45	1	0	27	0	0	0
	37	1	0	36	0	0	0
	41	2	0	36	0	0	0
	48	1	0	33	0	19	0
18	171	3	5	12	132	0	0
	37	0	0	51	0	0	0
	33	0	0	58	0	0	0
	41	0	0	35	0	0	0
	35	0	0	37	0	20	0
19	146	4	0	13	181	0	0
	27	0	0			4	0
	28	0	0			0	0
	30	2	0			0	0
	31	0	0			0	0
20	116	5	2			21	4
	20	0	0			1	0
	11	1	0			0	0
	15	2	0			0	0
	23	3	0			22	1
21	69	6	6				0
	22	4	0	30	0	4	0
	14	2	0	38	0	0	0
	17	11	0	36	0	0	0
	1	5	0	35	0	0	0
22	54	7	22	14	139	0	23
	9	3	0	39	0	4	0
	5	22	0	46	0	0	0
	3	11	0	47	0	0	0
	2	13	0	53	0	0	0
23	19	49	0	15	185	0	24

Hose
cut by
ST. 16
SWEEPERCITY OF PORTLAND
BUREAU OF TRAFFIC ENGINEERING

TRAFFIC COUNT TAG

COUNT TAKEN ON 10-16/20/20

DAY OF WEEK Wednesday

COUNT TAKEN BY B. P. T.

--24 HOUR TOTALS

CHAN: TOTALS:

1 1923

2 0

2023

HOUR: CHANNEL:

1 2

STATION: 1326 IDENT: 1111 PROG: 1001 INTRVL: 15 MIN

SETUP DATE: 1001 SETUP TIME: 1345
RETRIEVAL DATE: 1003 RETRIEVAL TIME: 1205

N. Central St E/W Rd - E/N Oswego Ave

HOURLY	CH	11	1	33	6	0
1	1	4	12	35	1	0
	5	11	40	5	5	0
35	4	14	15	140	24	14
14	23	24	8	38		3
<u>127</u>	5			35		2
26	9			32		2
42	3			32		3
43	2			42		4
60	24	19	9	28	16	141
15	171			89		1
	4			31		0
44	4			29		3
31	3			33		0
41	1			31		0
45	1			21	17	124
16	161	1	10	64		4
	1			41		0
38	7			23		0
29	1			32		0
35	2			11		0
35	2			17	18	113
17	137	2	11	65		3
	0			41		0
32	1			26		2
28	3			22		39
23	0			21		26
30	3	4	12	76	19	132
18	113			28		1
	0			14		1
29	0			18		1
26	2			39		1
26	0			18		4
22	4	2	13	151	20	78
19	103			20		2
	0			15		2
18	1			11		2
12	2			13		2
15	1			21	59	6
24	5	4				3
20	69			10		2
	0			5		3
14	1			8		4
9	2			9		2
14	3			22	32	7
20	6	6				11
21	57			28	4	5
	1			39	7	9
15	2			26	8	12
11	10			34	9	17
10	9			14	127	23
4	7	22			28	3
22	40					43

24 HOUR TOTAL

CHAN: TOT

1 142

2

1565

HOUR: CHA

1

CITY OF PORTLAND
BUREAU OF TRAFFIC ENGINEERING
TRAFFIC COUNT TAG
COUNT TAKEN ON 10/1 - 10/3/80
DAY OF WEEK Wed Fri
COUNT TAKEN BY JBT

1357 I

STATION: 185 IDENT: 2211 PROG: 1001 INTRVL: 60 MIN
 N. Oswego Ave. N/Bd. - N/N. Lombard St
 SETUP DATE: 524 SETUP TIME: 1355
 RETRIEVAL DATE: 525 RETRIEVAL TIME: 1505

HOUR: CHANNEL:
 1 2

183
~~11~~ 6
 14 ~~11~~ 6
 165 0
 15 165 0
 245 0
 16 245 0
 332 0
 17 332 0
 254 0
 18 254 0
 142 0
 19 142 0
 115 0
 20 115 0
 101 0
 21 101 0
 77 0
 22 77 0
 52 0
 23 52 0
 41 0
 24 41 0
 53 0
 1 53 0
 11 0
 2 11 0
 16 0
 3 16 0
 15 0
 4 15 0

10 0
 5 10 0
 17 0
 6 17 0
 71 0
 7 71 0
 122 0
 8 122 0
 88 0
 9 88 0
 103 0
 10 103 0
 121 0
 11 121 0
 147 0
 12 147 0
 173 0
 13 173 0

--24 HOUR TOTALS--

CHAN: TOTALS:
 1 2482
 2 62654

183 0
 14 183 0

2248 DATA OK

CITY OF PORTLAND
 BUREAU OF TRAFFIC ENGINEERING
 TRAFFIC COUNT TAB
 COUNT TAKEN ON 5/24/79
 DAY OF WEEK Thursday
 COUNT TAKEN BY Be

STATION: 186 IDENT: 2131 PROG: 1005 INTRVL: 60
 N. Oswego Ave. S/Bd. - N/N. Lombard. St.
 SETUP DATE: 524 SETUP TIME: 1359
 RETRIEVAL DATE: 525 RETRIEVAL TIME: 1501

HOUR: CHANNEL:
 1 2

14	136	0
15	143	0
16	161	0
17	163	0
18	119	0
19	106	0
20	109	0
21	64	0
22	66	0
23	51	0
24	40	0
1	15	0
2	5	0
3	4	0
4	5	0
5	6	0
6	45	0
7	165	0
8	155	0
9	118	0
10	93	0
11	134	0
12	137	0
13	138	0

--24 HOUR TOTALS--

CHAN:	TOTALS:
1	2042 2178
2	0

14 136 0 DATA OK

CITY OF PORTLAND
 BUREAU OF TRAFFIC ENGINEERING
 TRAFFIC COUNT TAB
 COUNT TAKEN ON 5/24/79
 DAY OF WEEK Thursday
 COUNT TAKEN BY BE

OREGON FAIR SHARE

519 SW Third, Suite 409, Portland, Oregon 97204 (503) 223-2981

D.R.M.

September 24, 1980

Mr. Dave Magin
Traffic Engineer; North Portland
317 SW Alder
Room 301
Portland, Or. 97204

Dear Mr. Magin;

We are writing because we are concerned about an intersection at N. Central & N. Oswego in the St. Johns neighborhood. We feel that the intersection is currently dangerous and we would like to discuss some proposals with you that would make the intersection safer.

To that end, we would like to meet with you on October 7 or 8 (which ever date is more convenient for you) at 8:00 P.M. at 8533 N. Mohawk. We will be calling your office on Monday, September 29 to see if you can attend. We certainly hope your schedule will allow you to attend. Thank you.

Sincerely,

Donna Githens
St. Johns Fair Share

Dorothy H. Wilson
Georgia A. Wheeler
Susan M. Christain
Larry L. Ray
Dennis M. Cullin
Don M. Cullin
Evelyn Owens

Diana M. Walters
Stephen J. Walters
Cheryl A. Smith

OREGON FAIR SHARE

519 SW Third, Suite 409, Portland, Oregon 97204 (503) 223-2981

J. Rem

October 2, 1980

Mr. Dave Magin
Traffic Engineer; North Portland
317 SW Alder
Portland, Or. 97204

Dear Mr. Magin;

Per our conversation of Monday, September 29, this will confirm your attendance at our meeting. Once again, it will be held on Tuesday, October 7 at *8:00 P.M. at my home (8533 N. Mohawk).

We certainly appreciate your willingness to meet with us.

Sincerely,

Donna Githens

Donna Githens
St. Johns Fair Share

RECEIVED

OCT 6 1980

BUREAU OF
TRAFFIC ENGINEERING

OREGON FAIR SHARE

NAME	ADDRESS	PHONE
⑫ Jenny Seerest	6916 N. Polk	286-9045
⑬ Linda Chapman	7641 N. Edison	286-9838
⑭ Diana Breninger	7108 N. Polk	286-1329
⑮ Judy Brelby	8521 N. Edison	286-4568
⑯ Jameen Lee	9424 N. Richmond	286-2813
⑰ Jim Bothwell	7724 N. Central	286-3557
⑱ Tamara L. Bowe	6833 N. Chicago	286-3187
⑲ Janice Lowell	8682 N. Willamette	286-2773
⑳ Gloria Peterson	9141 N. Allegheny	286-0864
㉑ Audra Christ	1251 N. West	286-5339
㉒		
㉓		
㉔		
㉕		
㉖		
㉗		

We the undersigned support the installation of two (2) stop signs on the intersection of N. Oswego & N. Central in order to stop traffic on N. Oswego to protect school children and area residents crossing Oswego street. We also support the installation of a "No Parking" sign near the cross walk in order to provide more visibility to children crossing Oswego street.

<u>NAME</u>	<u>ADDRESS</u>	<u>PHONE</u>
① Mrs. G. A. Bailey	9311 N. Tyler	—
② Richard M. Hilbert	9318 N. Tyler	—
③ Pauline Hawthorn	8015 N Edison	286-9272
④ Michel F. Erickson	9211 N Chicago	286 3207
⑤ Cynthia L. Samville	8732 N Columbia	
⑥ Uran M. K. Sheaffer	8415 N Edison	286-0779
⑦ Joni Garcia	9455 N. Oswego	286-1586
⑧ Linda McHewer	8521 N. Edison	286-4715
⑨ Pete Lubich	8427 N. CENTRAL	286-1551
⑩ Marjorie M. Ryan	7217 N Jersey	286-3597
⑪ Berdette Lundy	9405 N Oswego	286-5452

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NAME

ADDRESS

PHONE

- ① David Teague 8574 N. Mohawk 286-3452
- ② Flasence Whiting 8007 N. Hudson 286-0743
- ③ Rosae L. Sharp
- ④ Mary Buckner 8005 N. Central 286-4370
- ⑤ Margaret Martin 8031 N. Mohawk 286-0701
- ⑥ Mary Speltz 8026 N. Mohawk 286-1138
- ⑦ Tom Lane 8021 N. Mohawk 286-5441
- ⑧ Donis M. Buczynski 8028 N. Lombard Way 286-4241
- ⑨ Dorothy M. Machalek 7534 N. Central 286-2894
- ⑩ Olga LaAes 8033 N. Buchanan 286-2013
- ⑪ Mr & Mrs Chebrei Haen 8015 N. Buchanan 286-3180
- ⑫ Klein Lambert 8005 N. Buchanan Ave 286-9949
- ⑬ Juanita Williams 7433 N. Leavard 286-2579
- ⑭ Jasnet Smith 7431 N. Central 286-0845
- ⑮ Danelli Thompson 7424 N. Central 286-2278
- ⑯ John Enard 7516 N. Buchanan 286-3982
- ⑰ Dorothy J. Pott 8533 N. Buchanan 286-1526

OREGON FAIR SHARE

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<u>NAME</u>	<u>ADDRESS</u>	<u>PHONE</u>
Don McGillin	7817 N. Jersey	286-2733
Faye Graves	9010 N. Albemarle	286-5532
Marta Baker	9135 N. Lombard	286-3752
Helen Boncher	8519 N. Buchanan	286-3930
Betty Mills	8259 N. Wayland	289-1567
Hazel Wigle	9136 N. Wall Ave.	289-1486
Violet Ferris	6733 N. Haven	289-5136
Raynell Schuller	7343 N. Hunt St.	285-4747
Dorothy Bell	7416 N. Dwight	289-1439
Violet Foss	6420 N. Willamette	285-5645
Lydia Keliker	9639 N. Seneca St.	286-3904
Dorothy Dege	7807 N. Jersey	286-0342
Katherine Ricker	7455 N. Polk	286-4787
Mrs. W. Eddle	8033 N. Polk	286-9362
E. A. Johnson	8525 N. Polk Ave	286-4204
Pattie K. QRO	8539 N. Polk	286-8658
James C. Krous	9001 N. Polk	286-1763

OREGON FAIR SHARE

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<u>NAME</u>	<u>ADDRESS</u>	<u>PHONE</u>
① <u>Janey Smith</u>	<u>8545 N Mohawk</u>	<u>286-3576</u>
② <u>Carolyn O'Connor</u>	<u>10188 N. Charleston</u>	<u>286-5078</u>
③ <u>Don & Lilly R. O.</u>	<u>8545 N. Mohawk</u>	<u>286-3576</u>
④ <u>Mr & Mrs. R.E. Armstrong</u>	<u>8517 N. Mohawk Ave.</u>	<u>286-1709</u>
⑤ <u>Clifford S. Monk</u>	<u>8507 N Mohawk</u>	<u>286-4551</u>
⑥ <u>Alma Springer</u>	<u>8507 N. Mohawk</u>	<u>286-8737</u>
⑦ <u>Gale H. Essner</u>	<u>8028 N. Central</u>	<u>286-5001</u>
⑧ <u>Wade Turnbull</u>	<u>8022 N Central</u>	<u>286-8427</u>
⑨ <u>TL DOWE BAE</u>	<u>8540 N Mohawk</u>	<u>286-9997</u>
⑩ <u>Linda Hodge</u>	<u>8546 N. Mohawk</u>	<u>286-4541</u>
⑪ <u>Emma Dimick</u>	<u>8031 N. Mohawk Ave</u>	<u>286 0701</u>
⑫ <u>Julia N. Lindquist</u>	<u>9033 N. Algonquin</u>	<u>286-0747</u>
⑬ <u>William & Moran</u>	<u>8045 N Lombard Way</u>	<u>286 0321</u>
⑭ <u>Don Ford</u>	<u>8051 N Lombard Way</u>	<u>286 1106</u>
⑮ <u>Verna M. Polite</u>	<u>7543 N. Oswego ave</u>	<u>286-4141</u>
⑯ <u>Rose Napoleon</u>	<u>8015 N. Oswego</u>	
⑰ <u>K.M. Kubiak</u>	<u>9204 N. EXETER</u>	<u>289-9751</u>

OREGON FAIR SHARE

519 SW Third, Suite 409, Portland, Oregon 97204 (503) 223-2981

We the undersigned support the installation of two (2) Stop Signs on the intersection of N. Oswego & N. Central in order to stop traffic on N. Oswego to protect school children and area residents crossing Oswego street. We also support the installation of a "No Parking" sign near the crosswalk in order to provide more visability to children crossing Oswego street.

NAME

ADDRESS

PHONE

- ① Rex & Susan Male 7544 N Central 286-9920
 - ② Etna & Rick & Orr 7606 N. Central 286-5269
 - ③ Danna Reynoldson 8519 N. Tioga 286-6100
 - ④ Bernie P. Hansen 8529 N. TIoga 286-0873
 - ⑤ Lorraine M. Jones 8545 N. TIoga 286-0206
 - ⑥ Cathy & Rex 8563 N. Tioga 286-1365
 - ⑦ Charles Kroff 9113 N. Tioga 286-0290
 - ⑧ John & Karen Kline Frohman 9110 N. Tioga 286-2408
 - ⑨ Dale Jacobson 9044 N. TIoga 286-2309
 - ⑩ LeMonte & Dover 9016 N. Tioga 286-0330
 - ⑪ Mildred Dover 9016 N. Tioga 286-0330
 - ⑫ Stephen D. Albrecht 8568 N. Tioga 286-0232
 - ⑬ Patricia A. Albrecht 8568 N. Tioga 286-0232
 - ⑭ Robin Schaeffer 8563 1/2 n Tioga 286-2997
-
-

OREGON FAIR SHARE

519 SW Third, Suite 409, Portland, Oregon 97204 (503) 223-2981

192

We the undersigned support the installation of two (2) Stop Signs on the intersection of N. Oswego & N. Central in order to stop traffic on N. Oswego to protect school children and area residents crossing Oswego street. We also support the installation of a "No Parking" sign near the crosswalk in order to provide more visibility to children crossing Oswego street.

NAME

ADDRESS

PHONE

Diana Walters	8542 N. Oswego	286-8645
1 Stephen J. Walters	8542 N. Oswego	286-8645
2 Ludrick K. Barton	8547 N. Oswego	286-2810
2 Katherine Barton	8547 N. Oswego	286-2810
4 Hannah Kriger	8537 N. Oswego	286-9578
4 John Kriger	8537 N. Oswego	286-9578
Diana Kriger	9121 N. Oswego	286-4130
Josephine H. Paul	8515 N. Oswego Ave	286-1932
Conna Withers	8533 N. Mohawk	286-0148
Susan Christen	10119 N. Central	286-3908
Dennis McCallin	7817 N. Irving	286-2233
Evelyn M. Quinn	8000 Swanline	286-9929
Larry Ray	8140 N. Swiftway	286-4309

OREGON FAIR SHARE

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We the undersigned support the installation of two (2) Stop Signs on the intersection of N. Oswego & N. Central in order to stop traffic on N. Oswego to protect school children and area residents crossing Oswego street. We also support the installation of a "No Parking" sign near the crosswalk in order to provide more visibility to children crossing Oswego street.

NAME

ADDRESS

PHONE

? Ricky Rea 8554 N. Oswego 286-2642
Borden Loren 8554 N. Oswego 286-2642

? Helen F. McCreary 9004 N. Oswego 286-3314
Helen E. Davis 9016 N. Oswego 286-5192

? Mr & Mrs Walter C. Bilham 9025 N. Oswego 286-0122

? Earl S. Gallagher 9040 N. Oswego 286-4872

? Sylvia Gallagher 9040 N. Oswego 286-4872

? Philip Halbritter 9111 N. Oswego Ave. 286-8954

Hugh E. Hughes 9122 N. Oswego Ave 286-3211

4 Gloria E. Perry 9029 N. Oswego Ave 286-8449

4 David G. Perry 9029 N. Oswego Ave 286-8449

9005 N. Oswego Ave 286-3160

? Kenneth Parks 8553 N. Oswego 286-2311

? Pauline Parker 8553 N. Oswego

4 Betty Vanek 8536 N. Oswego Ave.

4 Valera Kiran 8522 N. Oswego Ave 286-203

11 8521 N. Oswego Ave

OREGON FAIR SHARE

519 SW Third, Suite 409, Portland, Oregon 97204 (503) 223-2981

We the undersigned support the installation of two (2) Stop Signs on the intersection of N. Oswego & N. Central in order to stop traffic on N. Oswego to protect school children and area residents crossing Oswego street. We also support the installation of a "No Parking" sign near the crosswalk in order to provide more visability to children crossing Oswego street.

NAME

ADDRESS

PHONE

- ① Dolb. Lang 9123 N. Tyler
- ② Maria Camp 9105 N Tyler
- ③ Thomas Kresen 9027 N Tyler
- ④ Madeline Haicis 9455 N. Oswego
- ⑤ Debbie Cummins 7816 N. Hudson
- ⑥ Gus La Mo 8564 N. Tyler
- ⑦ Anna Ruppel 8547 W Tyler
- ⑧ David La Latta 8530 N Tyler
- ⑨ Don E. Brumpton 8521 N Tyler
- ⑩ Mary Ann Hester 7807 N Central
- ⑪ Ed Denny 8015 N. Tyler 286-0087
- ⑫ Mr. + Mrs Oscar Liebelt 8003 N. Tyler Ave.
- ⑬ Matthias L. Ethen 7522 - N. Tyler Ave.
- ⑭ Mr. & Mrs. Laurie Lannick 7596 N Tyler
- ⑮ Wm R. Hosenzehl 8002 N. Tyler 286-7068
- ⑯ Rachel Kelley 8016 N Tyler 286-0719
- ⑰ (Name) 8534 N. Tyler 286-9256

OREGON FAIR SHARE

519 SW Third, Suite 409, Portland, Oregon 97204 (503) 223-2981

We the undersigned support the installation of two (2) Stop Signs on the intersection of N. Oswego & N. Central in order to stop traffic on N. Oswego to protect school children and area residents crossing Oswego street. We also support the installation of a "No Parking" sign near the crosswalk in order to provide more visability to children crossing Oswego street.

NAME

ADDRESS

PHONE

no	Ronald C. Cavanaugh	9025 N. Allegheny	286-1751
(?)	Rita C. Cavanaugh	9025 N. Allegheny	286-1751
(D)	James D. Higgins	8555 N. Allegheny	286-0385
no	Jeff M. [unclear]	8547 N. Allegheny	286-4027
no	Julia Carter	8523 N. Allegheny	286-1432
no	Joan Vance	8518 N. Allegheny	286-5253
no	Karen Hunter	8540 N. Allegheny Ave	286-4101
no	Chris [unclear]	8568 N. Allegheny	286-1700
no	Jim Barker	9102 N. Allegheny	
no	Collin Braden	9112 N. Allegheny	286-1064
no	Sharon C. [unclear]	7828 N. [unclear]	
no	Cathy Freeman	9125 N. Allegheny	
	Cheryl Smith	9111 N. Allegheny	286-3980
	Yvonne [unclear]	4554 N. Buchanan	286-4381

(18) Randy O. Verbon 8557 N. Buchanan 286-3496

(19) Mr. & Mrs. Roma A. Hancock 8546 N. Buchanan

(20) Laura M. Stanton 8567 N. BUCHANAN

(21) Arlene Adams, 8568 N. Buchanan NO PHONE

(22) Kaye M. Harris 8578 N. Buchanan 286-0760

(23) Mrs. Richard Schaffer 9003 N. Buchanan 286-3980

(24) Virginia C. Davis 9014 N. Buchanan Ave 286-2629

(25) Cecil Burley 9014 N. Buchanan Ave - " "

(26) Jack Newman 9024 N. Buchanan 286-4517

(27) Pauline L. Smith, 9033 N. Buchanan 286-9193

(28) Corwin C. Smith 9033 N. Buchanan 286-9193

(29) Mary Boyd 9100 N. BUCHANAN 286-4246

(30) Mr. & Mrs. Harold Rost 9112 N. Buchanan

(31) Mr. & Mrs. Ken Bogut 9126 N. Buchanan 286-0228

(32) Gerald L. Lewis 9140 N. Buchanan 286 2354

Verda Thurn	9015 N Polk	286-5636
E. Z. Triplett	9112 N Polk	286-3862
Clifford Kelly	9044 N Polk	286-4852
Carl A. Hry	9034 N. Polk	286-5011
Caleb J. Dimpson	9016 N Polk	286-0889
John Thibault	8576 N. Polk	286-3206
Ing Mock	8566 N. Polk	286-4762
Patricia M. Ackerman	8512 N. Polk	286-0108
Clare Seymour-Kluthe	8004 N. Polk	286-5549
Frank Kluthe	8004 N. Polk	286-5549
Leslie Moore. (Teacher James John)	7436 NE Siskiyou	254-9615

- ⑧ Dr R A Grubbs, D.V.
- ⑨ Denis S. Whittet
- ⑩ Brook Lester 8528 N Mohawk 286.2500
- ⑪ Mrs. W. Stawee Jr 9029 N. Mohawk Ave
- ⑫ Eleanor a check 9120 N. Mohawk
- ⑬ Kelly Kirkade 9034 N. Mohawk
- ⑭ Lee Randall 9030 N. Mohawk
- ⑮ Dorothy Hunt 9102 N. Mohawk
- ⑯ Patricia J. Hoffert 9022 N. Mohawk
- ⑰ Michelle L. Wilcox
- ⑱ Rubie M. Teyema 8574 N. Mohawk
- ⑳ Ratsay English 8668 N Willamette
- ㉑ David Creps 8668 N. Willamette
- ㉒ Joe Soto 8674 N Willamette
- ㉓ Roy P. Word 2631 N Mississippi - 286-0274
- ㉔ Wilma Pick 9315 N. Syracuse St.
- ㉕ Shirley Bergman N. Hunt
- ㉖ Recca Fey Mage 9559 N. Ivanhoe no phone
- ㉗ P J Hanna 8524 N Lioga 286-0873

OREGON FAIR SHARE

519 SW Third, Suite 409, Portland, OR 97204 223-2981

We the undersigned support the installation of two (2) stop signs on the intersection of N. Oswego & N. Central in order to stop traffic on N. Oswego to protect school children and area residents crossing Oswego street. We also support the installation of a "No Parking" sign near the cross walk in order to provide more visibility to children crossing Oswego street.

<u>NAME</u>	<u>ADDRESS</u>	<u>PHONE</u>
① Mrs. G. A. Bailey	9311 N. Tyler	_____
② Richard M. Hubbard	9318 N. Tyler	_____
③ Pauline Hawthorn	8015 N Edison	286-9272
④ Micki F. Erickson	9211 N Chicago	286 3207
⑤ Cynthia L. Sanville	8732 N Columbia	
⑥ Uran M. K. Sheaffer	8415 N Edison	286-0779
⑦ Joni Garcia	9455 N. Oswego	286-1586
⑧ Linda Mathews	8521 N. Edison	286-4715
⑨ Pete Lubich	8427 N. CENTRAL	286-1551
⑩ Marjorie M. Ryan	7217 N Jersey	286-3597
⑪ Berdie Van Lundy	9405 N Oswego	286-5452

OREGON FAIR SHARE

	<u>NAME</u>	<u>ADDRESS</u>	<u>PHONE</u>
⑫	Jenny Secrest	6916 N. Polk	286-9045
⑬	Linda Chapman	7641 N. Edison	286-9838
⑭	Diana Breuninger	7108 N. Polk	286-1329
⑮	Trudy Bielby	8521 N. Edison	286-4568
⑯	Janeen Lee	9424 N. Richmond	286-2813
⑰	Jim Boltnell	7724 N. Central	286-3557
⑱	Samara L. Bowe	6833 N. Chicago	286-3187
⑲	Janice Lowell	8682 N. Willamette	286-2773
⑳	Gloria Peterson	9141 N. Allegheny	286-0864
㉑	Madra West	1251 N. Astor	286-5339
㉒			
㉓			
㉔			
㉕			
㉖			
㉗			

Sept 27, 1980
Portland, Or.

Bureau of Traffic
Portland, Or.

RECEIVED

SEP 30 1980

BUREAU OF
TRAFFIC ENGINEERING

Bureau of Traffic;

M.E. Clackamas between 33rd

and 35th has become an extremely congested street, greatly due to your having made Sandy Blvd. a no left turn street, sending a great number of cars onto Clackamas. This places the children on this street in much danger. We have had one girl already hit by a car here.

We would like you to please post a yellow sign with children on it saying "drive slow-children" and a 15 mi. per hr. sign. You have a 15 mph sign on U.S. Grant Place by 34th so we know you have them to post in residential areas. We need these signs at both ends of Clackamas St entrance - at 33rd & 35th.

We have previously asked you to return a left turn on Sandy Blvd. at 33, but to no avail. You created

a hazardous situation for the children on this street when you closed Sandy at 33 to left hand turns and made Wasco St. a one way west, thus forcing people to turn ^{fast} ~~left~~ onto Clackamas St.

We would greatly appreciate your helping to lessen the danger on our street by these signs.

Sincerely,
 Mrs. J. R. Byrned
 3404 M.E. Clackamas St.
 Portland, Ore.
 97232

Clackamas
Neely Dr
STR "C"
1980

November 30, 1979

Mr. J. R. Byrne
3404 N. E. Clackamas St.
Portland, Oregon 97232

Dear Mr. Byrne:

The Bureau of Traffic Engineering has investigated the possibility of removing the north and southbound left turn restrictions from N. E. 33rd Avenue at Sandy Blvds, as you requested.

Their records show that this installation was made in 1968 at the request of the Oregon State Highway Dept. and was based on a high accident record involving these left turns.

With this in mind, restoring these turns would not be feasible without signalization and left turn refuges. Unfortunately, there is not sufficient roadway width on 33rd Avenue to provide an additional lane. Widening the roadway would require demolition of either the furniture store or the music store and is not practical.

Attempting to do this with signalization but no separate left turn lane would reduce the traffic capacity of the intersection severely and cause even more drivers to use N. E. Clackamas Street to avoid the backup.

N. E. Wasco Street was made one-way in 1949 for basically the same safety reasons and, therefore, would not be changed back to two-way.

It is felt the new signalized left turn lane scheduled for southbound 33rd Avenue at Broadway will reduce the volume on Clackamas Street considerably. Construction of the street widening and signal installation is due to begin early in 1980. Before and after traffic counts will be taken on Clackamas Street to determine the amount of reduction.

Your interest in this problem is appreciated and if you need additional information, please contact Mr. T. V. Neely who is the N. E. District Traffic Engineer. He can be reached at 248-4295.

Sincerely,

Connie McCreedy
Mayor

TVN:jjp

SETUP DATE: 1015 SETUP TIME: 1519
 RETRIEVAL DATE: 1017 RETRIEVAL TIME: 1307

HOUR: CHANNEL: NE CLACKAMAS ST EW/SD - W/NF 34th PLANE

HOUR	CHANNEL	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
16	22	11	0	11	40	10	12	7	3	37	9	6	7	12	34	14	9	7	10	40	5	0	3	1	4
17	36	12	0	17	45	19	37	9	6	7	12	34	14	9	7	10	40	5	0	3	1	4	1	15	12
18	39	14	0	19	51	21	40	5	0	3	1	4	1	15	12	7	10	40	5	0	3	1	4	1	15
19	26	10	0	14	51	21	40	5	0	3	1	4	1	15	12	7	10	40	5	0	3	1	4	1	15
20	29	7	0	10	52	22	19	0	3	1	4	1	15	12	7	10	40	5	0	3	1	4	1	15	
21	19	4	0	7	53	23	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
22	14	3	0	4	54	24	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
23	7	2	0	1	55	25	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
24	3	1	0	0	56	26	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	0	0	0	0	57	27	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	0	0	0	0	58	28	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	0	0	0	0	59	29	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	0	0	0	0	60	30	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	0	0	0	0	61	31	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	0	0	0	0	62	32	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	0	0	0	0	63	33	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	0	0	0	0	64	34	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	0	0	0	0	65	35	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	0	0	0	0	66	36	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	0	0	0	0	67	37	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	0	0	0	0	68	38	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	0	0	0	0	69	39	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	0	0	0	0	70	40	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	

---24 HOUR TOTAL

CHAN: TOTAL 582

HOUR: CHAN 1

SECOND 22hrs: 564 total

CITY OF PORTLAND
BUREAU OF TRAFFIC ENGINEERING
TRAFFIC COUNT TAB
COUNT TAKEN ON 10/15-10/17/80
DAY OF WEEK WED
COUNT TAKEN BY PCDT



STR "C"

VALVOLINE OIL COMPANY • DIVISION OF ASHLAND OIL, INC. • ASHLAND, KENTUCKY 41001

C. J. MASCO	
TO:	NICKY
Date:	9-22-80
Assign To:	CLIFF
Refer To:	
Return To:	
Discuss With Me	
Please Handle	X
For Your Info.	
Prepare Answer	
Please Attend	

REPLY TO:
 825 N. Cook Street
 P.O. Box 12145
 Portland, Oregon 97212
 Phone: (503) 284-1191

September 12, 1980

Jeff Pyle
 420 S.W. Main Street
 Portland, Oregon 97204

Dear Sir:

I would like to create a new Truck Loading zone in front of our plant at 2308 N. Clark. This is needed in order for us to unload tank trucks and insure that we do not interfere with the normal flow of traffic.

On Lewis Street I need the driveway into our parking lot edged with yellow in order to prevent the cars that park there from creeping into our driveway. When this happens it creates problems for vehicles making the turn into or out of the lot. There is a 30 minute parking zone on our side of Lewis Street that should be changed to a truck loading zone. On the same side of the street toward the rail tracks, a parking space could be made. It is in front of one of our doors, however, we never use it anyway as it is blocked inside.

I would appreciate any help that I could get in the area.

Thank you,

John Romig
 Operations Mgr.
 Valvoline Oil Co.

JR:b

8am - 5pm
 W-F

TR # 10434

W.O #s 22719 - 22721

9/23

RECEIVED

SEP 19 1980

BUREAU OF
TRAFFIC ENGINEERING

Magin
SRM

OREGON FAIR SHARE

STR 'C'
Central

519 SW Third, Suite 409, Portland, Oregon 97204 (503) 223-2981

Mr. Dave Magin

Traffic Engineer; North Portland
317 SW Alder
Portland, Or. 97204

Dear Mr. Magin;

On behalf of the area residents, I want to thank you for attending our meeting last night. It is our policy after meeting with public officials to prepare a written summary of the agreements reached as a result of the meeting. Here is our understanding of the results of our meeting :

1) You will issue a work order to install two more Stop Signs at the intersection of N. Central & N. Oswego. These signs will be installed on N. Oswego and be of the larger type (30"). It is your expectation that the signs can be installed within one month.

2) You will also submit a request that a 4 way Beacon light be installed at the intersection as well.

3) Provided the affected residents agree, you will also install No Parking signs near the crosswalk to provide motorists greater visibility to children crossing the intersection.

If you do not concur with our understanding of the meeting please inform us in writing by October 15. If we do not hear from you by that time we will assume that our understanding is correct. Once again, thank you for your cooperation. As promised I have enclosed the letter to you.

RECEIVED

OCT 15 1980

BUREAU OF
TRAFFIC ENGINEERING

Sincerely,

Donna Githens
Donna Githens

Magne *DRM* *STR 'C'*
ORDINANCE NO. 150360

An Ordinance granting a permit to Kaiser Foundation Health Plan of Oregon to construct, maintain and use a parking lot on certain portions of N Cook Street and N Montana Avenue under certain conditions; authorizing inclusion of the street area covered in this permit to supply the offstreet parking spaces required by the Planning and Zoning Code to support construction of buildings on adjacent property, and declaring an emergency.

The City of Portland ordains:

Section 1. The Council finds:

1. Kaiser Foundation Health Plan of Oregon was granted a zone change and certain variances to allow construction of an attached 43,455 square foot addition to the N Montana Avenue Kaiser Medical Complex, with the understanding the development would not be commenced until completion of the vacation of portions of N Fremont Street and N Cook Street in order to provide needed area for proposed buildings and required offstreet parking.
2. That the Planning Commission has recommended approval of the vacation of the required portions of N Fremont Street, but has recommended denial of the vacation of N Cook Street in view of the possibility it might at some future time be needed by Tri-Met for public transportation improvements.
3. That in lieu of the vacation of N Cook Street and N Montana Avenue, the Planning Commission has recommended that Kaiser Foundation Health Plan of Oregon be granted a permit to construct, maintain and use a parking lot on a portion of the N Cook Street and N Montana Avenue rights of way, it being understood the parking spaces so provided would be counted as offstreet parking spaces required by the Planning and Zoning Code to support the buildings proposed to be constructed on adjacent property owned by Kaiser, and further that the permit not be revoked until such time the street area is needed for mass transit improvements.

NOW, THEREFORE, the Council directs:

- a. A permit is granted to Kaiser Foundation Health Plan of Oregon to construct, maintain and use a parking lot on the portions of N Cook Street and N Montana Avenue shown on Exhibit "A" attached to this ordinance and by this reference made a part hereof, subject to the following conditions:
 - (1) Parking lot construction shall not be commenced until plans for such construction shall have been approved by the City of Portland Engineer and the Metropolitan Engineer, Oregon Department of Transportation.
 - (2) This permit is for the use of the street area only, and shall not exempt the grantee from obtaining any license or permit required by the City Code or Ordinances for any act to be performed under this permit, nor shall this permit waive the

provisions of any City Code, Ordinance, or the City Charter, except as herein stated.

- (3) The grantee shall hold the City of Portland, its officers, agents, and employees free and harmless from any claims for damages to persons or property, including legal fees and costs or defending any actions or suits, including any appeals which may result from the use of the street area under this permit by providing evidence of insurance protecting the City of Portland, its officers, agents, and employees as follows:

Bodily injury \$100,000 for one claimant and \$300,000 for one occurrence, property damage \$50,000 for one claimant and \$300,000 for one occurrence, said insurance to be kept in full force and effect at all times. This permit is automatically revoked without further action by the Council if this insurance is permitted to lapse, is cancelled or, for any other reason, becomes inoperative.

- (4) This permit is granted with the understanding that nothing herein contained shall cause or require the removal or abandonment of any sewer, water or gas main, conduit of any kind, wire, pole or thing used, or intended to be used, for any public service, and the right hereby is reserved for the owner of any such utility or thing to maintain, continue, repair, reconstruct, renew, replace, rebuild, and/or enlarge any and all such things, and further that such owner shall not be held responsible for damage to improvements of the grantee, when such damages occur during the course of maintenance or replacement of such utilities.
- (5) This permit shall remain in force and effect until such time the street area covered by this permit is found by the Council to be needed for mass transit improvements.

- b. The parking spaces to be constructed on the street area covered by this permit shall be counted as offstreet parking spaces to satisfy the requirements of the Planning and Zoning Code for buildings to be constructed on adjacent property owned by the grantee.

Section 2. This Ordinance will not become effective until the grantee has filed with the City Auditor both a document accepting the terms and conditions hereof, and the evidence of insurance, each of which has been approved by the City Attorney.

Section 3. The Council declares an emergency exists, because delay in passage of this ordinance will prevent early construction of needed

ORDINANCE No.

medical facilities; therefore, this ordinance shall be in force and effect from and after its passage by the Council.

Passed by the Council,

SEP 10 1980

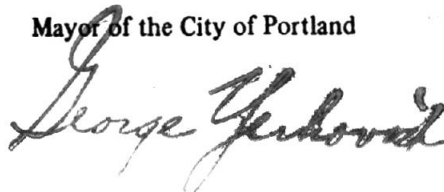
Commissioner Mike Lindberg

Carl Short/ms

September 2, 1980

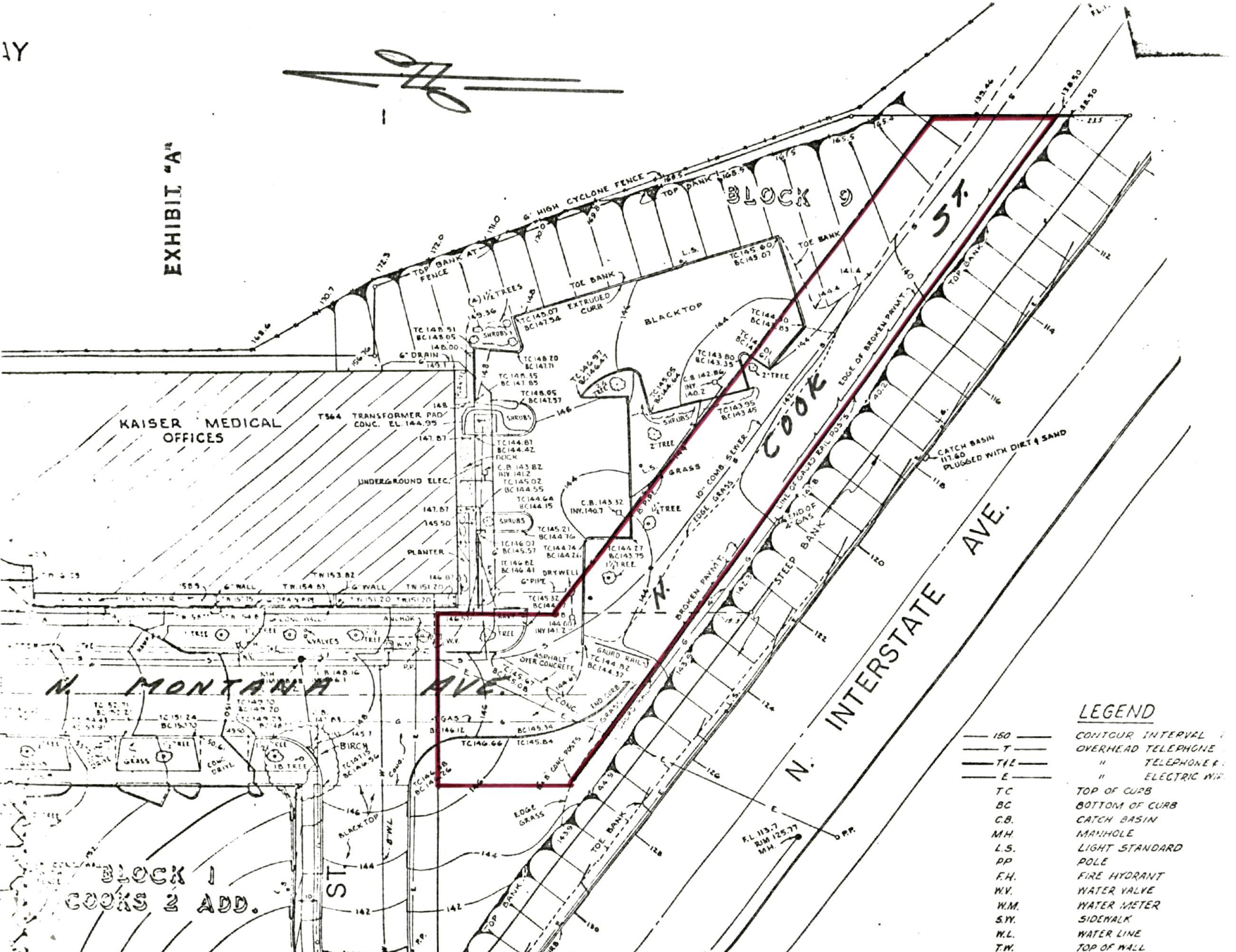
Attest:

Mayor of the City of Portland



Auditor of the City of Portland

EXHIBIT "A"



LEGEND

- 150 ——— CONTOUR INTERVAL
- T ——— OVERHEAD TELEPHONE
- T/E ——— " TELEPHONE & ELECTRIC WIRE
- E ——— " ELECTRIC WIRE
- TC ——— TOP OF CURB
- BC ——— BOTTOM OF CURB
- C.B. ——— CATCH BASIN
- M.H. ——— MANHOLE
- L.S. ——— LIGHT STANDARD
- PP ——— POLE
- F.H. ——— FIRE HYDRANT
- W.V. ——— WATER VALVE
- W.M. ——— WATER METER
- S.Y. ——— SIDEWALK
- W.L. ——— WATER LINE
- T.W. ——— TOP OF WALL
- FF ——— FINISH ELEVATION

STR-C

August 7, 1980

MEMORANDUM

TO: Don Eckton
Bureau of Risk Mangement

FROM: H. J. Martini, Bureau of Traffic Engineering

SUBJECT: SAFECO Insurance Claim, S.E. 38th Avenue/Clinton Street

Attached is a letter this bureau received placing the city on notice that SAFECO would be requesting reimbursement for movies paid out to one of their insured.

We examined the intersection of S.E. Clinton Street and 38th Avenue at 11:30 a.m., June 23, 1980. The STOP sign located on 38th Avenue, north side of Clinton, was completely obscured by overhanging tree limbs from property at 3735 S.E. Clinton street. We subsequently trimmed the overhanging vegetation with our own employees in order to remove this potential hazard.

We did not send the occupant a notice to trim the limbs, although it is their responsibility (see attached copy of Ordinance No. 148249) also attached is a copy of tax information showing that the legal owner of this lot is the Oregon State Highway Commission.

We will forward to you any additional information we might receive from SAFECO Insurance on this matter.

WES:ah

enclosure: Letter SAFECO
Ordinance #148249
Property owner report

SAFECO

SAFECO INSURANCE COMPANIES
PORTLAND EAST SERVICE OFFICE
4110 N.E. 122ND AVE., ARGAY SQUARE
PORTLAND, OREGON 97230

TELEPHONE (503) 257-9861

STR "C"

June 16, 1980

City of Portland
Traffic Signs
1220 S.W. Fifth Avenue
Portland, Oregon 97204

Re: Our Insured: Frank & Dorothy Batey
Policy No.: P 947172
Date of Loss: 5/15/80
Location: S.E. 38th & Clinton Streets

Gentlemen:

Low hanging branches obstructed the view of a stop sign at the intersection of S.E. 38th and Clinton Streets in Portland, Oregon, at which location an accident occurred on May 15, 1980, resulting in property damage and bodily injuries.

To date SAFECO has made payments of \$1,346.60 for property damage. We are hereby putting you on notice that we will be looking to you for reimbursement of the monies paid out as a result of this accident.

Sincerely,

Steven J. Carter

Steven J. Carter
Portland/East Claims

SJC/kmc

TR # 9516

RECEIVED
JUN 19 1980
BUREAU OF
TRAFFIC ENGINEERING



SAFECO INSURANCE COMPANY OF AMERICA
SAFECO LIFE INSURANCE COMPANY
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA
SAFECO NATIONAL INSURANCE COMPANY

YEAR	SR%	LAND	IMPROVEMENT	TOTAL
79/80	100.0	\$13,100	\$16,930	\$30,030
80/81	87.6	\$16,110	\$21,370	\$37,480

ACCT. NUMBER R-69130-1160 05/01/80 ***** TAX INFORMATION *****

YEAR	BALANCE	L/C	RATE	TAX AMOUNT	TAXABLE VALUE	YEAR	CODE	DATE	RECEIPT	BATCH	TRAN AMOUNT	I/D	I/D AMOUNT
79-80	\$0.00	001	\$20.46	\$614.42	\$30,030	79-80	T38	11/13/79	405849	0054	\$595.99	D	\$18.43

ACCT. NUMBER R-69130-1180 05/01/80 STATUS LEGAL DESCRIPTION

NAME OREGON STATE OF (LEASED)	1980/81-*****	ADD-RAVENSWOOD	LOT 8	BLOCK 4
CHWY COMM	1981/82-MAINTENANCE REAPPRAISAL			
YR-AQ- 72	UCHR # ACT-200811 UCHR # DIV-			
MAIL STATE HIGHWAY BLDG	IMPS CHARACTERISTICS			
SALEM, OR	CLASS- USE-			
97310	UNITS-			
PROP 3735 SE CLINTON ST	CONS- ARCH-			
PORTLAND, OREGON	STORIES- LIVING AREA-			
MAP- 3334 CENSUS TRACT-	PLUMBING- YR BUILT-			
LEVY/CODE-001	HEAT- % IMP GOOD-			
LAND CHARACTERISTICS	OTHER-			
RATIO CODE- 741 3 -APPR DISTRICT				
AREA- ZONING-A25				

YEAR	CHG-DATE, CD	LAND	IMPROVEMENT	TOTAL
79/80	12/11/78 T	\$13,100	\$23,790	\$36,890
80/81	03/08/80 T	\$18,400	\$32,000	\$50,400

YEAR	SR%	LAND	IMPROVEMENT	TOTAL
79/80	100.0	\$13,100	\$23,790	\$36,890
80/81	87.6	\$16,110	\$28,030	\$44,140

ACCT. NUMBER R-69130-1180 05/01/80 ***** TAX INFORMATION *****

YEAR	BALANCE	L/C	RATE	TAX AMOUNT	TAXABLE VALUE	YEAR	CODE	DATE	RECEIPT	BATCH	TRAN AMOUNT	I/D	I/D AMOUNT
79-80	\$0.00	001	\$20.46	\$754.77	\$36,890	79-80	T38	11/13/79	405882	0054	\$732.13	D	\$22.64

114

ACCT. NUMBER R-69130-1200 05/01/80 STATUS LEGAL DESCRIPTION

NAME OREGON STATE OF (LEASED)	1980/81-*****	ADD-RAVENSWOOD	LOT 9	BLOCK 4
CHWY COMM	1981/82-MAINTENANCE REAPPRAISAL			
YR-AQ- 72	UCHR # ACT-300499 UCHR # DIV-			
MAIL STATE HIGHWAY BLDG	IMPS CHARACTERISTICS			
SALEM, OR	CLASS- USE-			
97310	UNITS-			
PROP 3725 SE CLINTON ST	CONS- ARCH-			
PORTLAND, OREGON	STORIES- LIVING AREA-			
MAP- 3334 CENSUS TRACT-	PLUMBING- YR BUILT-			
LEVY/CODE-001	HEAT- % IMP GOOD-			

YEAR	CHG-DATE, CD	LAND	IMPROVEMENT	TOTAL
79/80	12/11/78 T	\$13,100	\$22,180	\$35,280
80/81	03/08/80 T	\$18,400	\$30,500	\$48,900

YEAR	SR%	LAND	IMPROVEMENT	TOTAL
79/80	100.0	\$13,100	\$22,180	\$35,280
80/81	87.6	\$16,110	\$26,710	\$42,820

ORDINANCE NO. 148249

An Ordinance amending Sections 16.26.240 of the Code of the City of Portland to clarify the property owner's responsibility to allow any tree, shrub, brush or plant to partially or wholly obstruct the visibility of a traffic control sign, and declaring an emergency.

The City of Portland ordains:

Section 1. The Council finds:

- (1) That Section 16.26.140 of the Code of the City of Portland makes it unlawful for any person, firm or corporation owning, in possession of, occupying or having control of any premises within the city to plant, maintain or allow any tree, shrub, bush or plant to partially or wholly obstruct the visibility of a stop sign or other traffic regulatory sign for a minimum distance of 100 feet as viewed from the normal vehicular approach; in addition, Section 16.26.240 makes certain trees, shrubs or plants within certain distances of a street intersection a public nuisance under certain conditions.
- (2) That Section 16.26.240 of the code should be amended to clarify that the person, firm or corporation owning, in possession of, occupying or having control of any such premises shall be liable to any person who is injured or otherwise suffers damage by reason of the failure of the property owner to remove or trim any trees or vegetation as required by Title 16, 17 and 20 of the Code of the City of Portland. Further, to give a cause of action against any such person, firm or corporation, for any such liability or damage or expense incurred or paid by the city by reason of that person, firm or corporation's failure to satisfy the obligations imposed by Title 16, 17 and 20 of the Code of the City of Portland;

NOW, THEREFORE, the Council directs:

- (a) That Section 16.26.240 of the Code of the City of Portland is hereby amended to read as follows:

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

ORDINANCE No.

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

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

- (c) The person, firm or corporation, owning, in possession of, occupying or having control of any such premises within the city, shall be liable to any person who is injured or otherwise suffers damage by reason of the failure to remove or trim such vegetation as required by Titles 16, 17 and 20 of the code of the city of Portland. Furthermore, said person, firm or corporation shall be liable to the city of Portland for any judgment or expense incurred or paid by the city, by reason of said person, firm or corporation's failure to satisfy the obligations imposed by Titles 16, 17 and 20 of the code of the city of Portland.

Section 2. The Council declares:

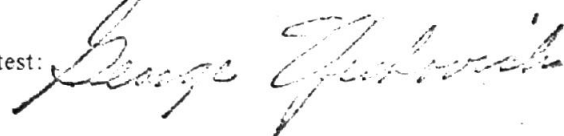
That an emergency exists in order that the responsibility of certain property owners concerning requirements of trimming trees or vegetation as required by Titles 16, 17 and 20 of the Code of the City of Portland may be clarified without undue delay; therefore, this ordinance shall be in force and effect from and after its passage by the Council.

Passed by the Council, AUG 15 1979



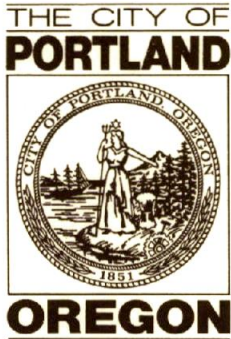
Mayor of the City of Portland

Attest:



Auditor of the City of Portland

Mayor Goldschmidt
June 12, 1979
RLHurtig/fq



Wetmore

August 13, 1980

MEMO

BUREAU OF
RISK MANAGEMENT
430 S.W. MORRISON, RM. 316
PORTLAND, OR. 97204
AREA CODE 503

DAVID C. FLEMING/248-4749
RISK MANAGER

DONALD W. ECKTON/248-4101
INSURANCE and
LIABILITY CLAIMS

JAN B. DeWEESE/248-4608
WORKER'S COMPENSATION

JORDAN EPSTEIN/248-4889
FINANCIAL ANALYST

TO : M. J. Martini
Bureau of Traffic Engineering

FROM : Donald W. Eckton *DWE*
Insurance & Claims Administrator

SUBJECT: SAFECO Insurance Claim, S.E. 38th Ave./Clinton St.

Liability claims received by a Bureau should be filed the same day with the Auditor's Office. Normally, the Insurance & Claims Division would subsequently receive the claim no later than the following day. This method of communication allows our division to review the claim and expedite proper defense.

Thanking you in advance for past and future support.

DWE:jg

would you find out what he means by this.

Portland, Oregon

6-9-80

St R Center
or 'C'

Brooks Koenig
Dept. of Traffic Engineering
301 Loyalty Bldg
377 S.W. Alder
Portland, OR. 97207

Nick -
Have Brooks discuss
w/ me -
BJM
7-10-80

Dear Sir:

I am a totally disabled person + I have
a Trip Permit, 6-06 to 9-06-80, number P859832,
for my car which is a 1974 Ford Torino, License
number FRB-388 and I am requesting a
disabled person parking sign for in front
of my house. Thank You

W.O. # 28641
TR # 10059

Sincerely

Marjorie Carlisle
5629 S.E. Center St.
Portland, OR. 97206

RECEIVED

JUN 11 1980

BUREAU OF
TRAFFIC ENGINEERING

(Sent apology form letter)

STB "C"

THE CITY OF
PORTLAND



OREGON

OFFICE OF
CITY AUDITOR

GEORGE YERKOVICH
CITY AUDITOR

May 15, 1980

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

Drum
David Magin, Jr.
Traffic Engineering
City of Portland
420 SW Main
Portland, OR 97204

Dear Mr. Magin:

Attached herewith is a copy of an ordinance effective as of May 14, 1980, as follows:

Ordinance No. 149256, entitled, "An Ordinance vacating all that portion of the north 2.0 feet of S.W. Sherman Street lying between the southerly extension of the east line of Block C, Caruthers^xs Addition to Caruthers, a duly recorded plat, and a line drawn 118.03 feet west of and parallel with said east line, under certain conditions."

All of the conditions of the Ordinances have been met.

Very truly yours,

Auditor of the City of Portland

ALB/ppn
enclosure

RECEIVED

MAY 16 1980

**BUREAU OF
TRAFFIC ENGINEERING**

DRM
ORDINANCE NO.

149256

716

An ordinance vacating all that portion of the north 2.0 feet of S.W. Sherman Street lying between the southerly extension of the east line of Block C, Caruther's Addition to Caruthers, a duly recorded plat, and a line drawn 118.03 feet west of and parallel with said east line, under certain conditions.

The City of Portland ordains:

Section 1. The Council finds:

1. William and Karin S. Wright on September 11, 1979 filed a petition to vacate all that portion of the north 2.0 feet of S.W. Sherman Street as described above.
2. The petition states the reason for the vacation is to eliminate the encroachment of an existing building into the street right of way presently being allowed by revocable permit.
3. The vacation is recommended by the Commissioner of Public Works under certain conditions set forth in the directive action below.
4. In accordance with O.R.S. 271.100, the Council fixed a time and place for public hearing before the Council; the Auditor published notice thereof; and posted notice in the area proposed to be vacated.
5. Other procedural requirements of O.R.S. 271 have been complied with and the Council having held a public hearing finds no objections were made or filed hereto and it is in the public interest that said street be vacated.

NOW, THEREFORE, the Council directs:

- a. All that portion of the north 2.0 feet of S.W. Sherman Street lying between the southerly extension of the east line of Block C, Caruther's Addition to Caruthers, a duly recorded plat, and a line drawn 118.03 feet west of and parallel with said east line, is hereby vacated.
- b. The vacation of the above described street area is granted subject to the following conditions and restrictions:
 - (1) That the petitioners pay to the City the sum of \$185.00, this being the cost of the vacation proceedings in excess of the minimum filing fee of \$200.00 already paid.

ORDINANCE No.

- (2) Nothing contained herein shall cause or require the removal or abandonment of any sewer or gas main, conduit of any kind, wire, pole or thing used, or intended to be used for any public service, and the right hereby is reserved for the owner of any such utility or thing to maintain, continue, repair, reconstruct, renew, replace, rebuild, and/or enlarge any and all such things; that no building or structure of any kind shall be built or erected within a distance of ten feet from the centerline of any such utility, except with the prior written consent of the City Engineer and the owner of the utility and that any and all contemplated building plans in said vacated area shall be submitted for approval to the City Engineer and to the Director of the Bureau of Buildings, to the end that such construction may be so adjusted with reference to all public utilities in said area as to cause a minimum of danger or inconvenience to the public and to the owner of such utility and to protect and preserve the same as presently constructed or hereinafter reconstructed, renewed, replaced and/or enlarged.
- (3) That the petitioners agree to provide and install a barrier, or other suitable method meeting the Traffic Engineer's approval, to prevent direct vehicular access from the petitioner's property to SW Front Avenue.
- (4) That in the event the petitioners fail to fully comply with the above conditions within 6 months after the effective date of this ordinance, said ordinance will then be subject to repeal by the Council.

Section 2.

- a. The petitioners shall file with the Auditor a document, which has been approved by the City Attorney, accepting the terms and conditions hereof.
- b. The City Auditor shall, at the expense of the petitioners, file with the recorder, the assessor, the surveyor of the county in which said property is located, a certified copy of this ordinance and the acceptance thereof, and any map, plat or other record which may be required by law.

Passed by the Council,

MAR 5 1980

ORDER OF COUNCIL
Stu Keebaugh/jmh
February 8, 1980

Attest:

Mayor of the City of Portland



Auditor of the City of Portland

STB "C"

May 27, 1980

MEMORANDUM

TO: Bill Maslen, Bureau of Maintenance
FROM: Ron Hassett, Bureau of Traffic Engineering *R. Hassett*
SUBJECT: Public Works Dump Trucks (Traffic Request #9491, 5-22-80)

We have received complaints of City dump trucks using a portion of S.W. Corbett Avenue that is posted "NO TRUCKS" (see encl. letter). S.W. Corbett Avenue is posted from S.W. Boundary Street (@ John's Landing) south (map enclosed). Please try to get your drivers to avoid using this part of Corbett. If you have any questions or comments call me at 248-4460.

REH/as

May 15th, 1980

s Department Head
Traffic Engineering Division
City of Portland
420 SW Main
Ptld 97205

To Whom It May Concern:

Perhaps someone in your office has received several post cards addressed to 'trucks'. These cards bore a list of truck names or numbers and times, being an informal record of some of the truck traffic that has passed by the corner of SW Corbett St. and Pendelton Sts in the last few weeks.

These lists comprise only such trucks as I was able to record in my spare time, doing yard work or waiting for a bus. Such lists plus other observations point to a truck traffic of Corbett st. of 30 to 40 trucks during an 8 or 9 hour period during the working day. These lists DO NOT include pick-up and delivery to Nature's Food & Tool on Corbett and Pendelton, School District trucks to Terwilliger School, oil trucks obviously delivering on the street, Goodwill, Salvation Army etc. The lists DO include the many public works dump trucks (some days or at some periods of the day as many as 1 every 5 minutes) that use Corbett as a corridor to their dump on Barbur, also trucks, including large trailer-tractor rigs, going to Porcelli grocery on Virginia & Nebraska, trucks delivering to industry in the area on Macadam Ave., and garbage trucks using Corbett as a corridor to Boones Ferry and Terwilliger.

Now, as you can tell at a glance from your figures, Corbett St., for a residential St., has a very high load of auto traffic, mostly commuters. Also at the corner of Pendelton & Corbett is a Natural food store and parking lot, a scene of much stopping, starting, turning, etc. This same intersection is where a near-by (one block) fire truck mostoften enters the traffic patern during emergency calls. This same intersection is the site of both in-bound and out-bound Tri-Met stops (4 buses per hour); two blocks South is a school which serves as park & recreation grounds for many residents other than children. This is an incredible amount of activity for a two lane street with on street parking, a 30 mph speed limit, in a residential neighborhood. Many of the above mentioned trucks, especially the garbage and public works regularly speed on Corbett, no doubt due to long familiarity. Some have been clocked by car at speeds in excess of 50 mph.

PW 295
2-13-80

PW 182
2-27-80

PW 88
(speeding)
3-21-80

(Many)
3-26-80

PW 92
3-4-80

RECEIVED

MAY 22 1980

BUREAU OF
TRAFFIC ENGINEERING

As you know, there is no reason to tolerate these vehicles on Corbett. Macadam Ave. lies two blocks to the East, and is designed to handle these loads and speeds. Officer Stump came here once to look at the situation, and suggested more signs that forbid trucks be installed on the streets that join Macadam to Corbett. ALL the Streets. Then, as a reminder to those signs, some STRICT enforcement should be used. The public works people should be reminded that even if it is legal to run dump trucks on Corbett, out of courtesy to the residents, they should desist. We hope that soon we shall see a dramatic decrease in this dangerous and unpleasant traffic.

If your office would like to talk to me about any of this, please call me at 246-5541.

Cordially,

James Collins
James Collins, Resident
5829 SW Corbett
Portland, Oregon 97201

BETWEEN 10:30 + 11:00 AM TUES. FEB 5 -

- 4 ~~PUBLIC~~ WORKS DUMP TRUCKS - ONE WELL OVER
THE ~~SPEED~~ LIMIT -

- TWO LARGE DELIVERY TRUCKS²³ (WITH PUL TAGS)

- ONE LARGE BEER TRUCK (GA 9706)

PASSED THE CORNER OF PENDELTON ST ON
CORBETT, S.W.

SAVE THIS CARD!

WED FEB 27 1:30 TO 2:10

- BEER TRUCK AH 0726

- TRUCK OF INDUSTRIAL GAS
BOTTLES

- DELIVERY TRUCK (couldn't see tag)

- PW 182

- TREE PRUNING TRUCK WITH
FRANK

- GM 2483

- ME 1016

- AH 0726 (BEER) (AGAIN)

SAVE THIS
CARD!

CORNER OF CORBETT WED FEB 13 9:45 - 10:00 AM
9 PENDELTON

SAVE THIS
CARD!

FREIGHT - GF 4822

LUMBER - GL 0606

FREIGHT - T407193

Dump
(speeding) - PW 295

- GL 0237

Dump
(speeding) - PW 295

- T407193

TUE. MAR 4 SW CORBETT &
PENDOLTON
11:00-11:15

SAVE THIS
CARD!

— GC 0237

— PW 92
Dump - speeding

— GC 2570

— PW 92
still speeding

CORBETT & PENDOLTON MAR 26



SAVE THIS
CARD!

full & Empty Public
works Dump TRUCKS WERE
GOING PAST my WINDOW
SO EVERY TIME I LOOKED
OUT MOST OF THE DAY.
ONCE, 3 IN ONE MINUTE

SW CORBETT & PENDOLTON

MAR 21 8:45 - SUNDE & SON GARBAGE
speeding

848 - UN MARKED FLAT BED

950 - GA 9521

855 - P. I. EBB

902 - PW 88 Dump full speed

915 - GP 2651

920 - PW 88 Empty

922 SPAR BEV. BEER

923 GP 2616 Load of Blow

924 MOOSE HEAD BEER

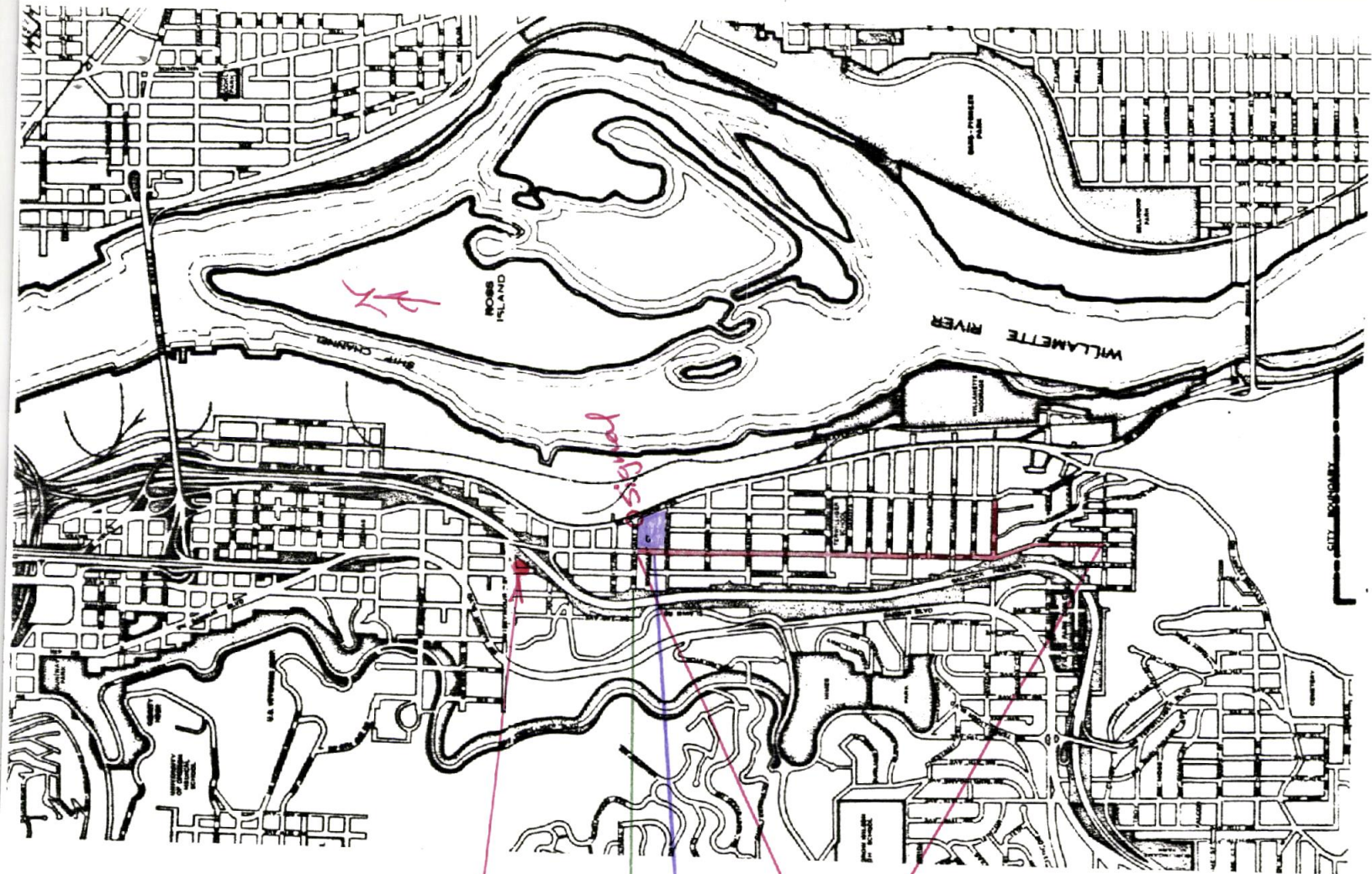
927 GA 2086 GARBAGE

10 STOPS ON
THIS SECTION OF GA.

TRUCKS -

SAVE THIS
CARD.

BUREAU OF TRAFFIC ENGINEERING
301 LOYALTY BLDG.
317 S.W. ALDER ST
PORTLAND, OREGON 97204



Landfill Area

S.W. Boundary Street

John's Landing

"No Trucks" area

CBD


April 21, 1980

Bill Zirbes
Oregon Department of Transportation
Highway Division
Transportation Bldg., Salem, OR 97310

Dear Bill,

Due to the delay in letting the contract on signal remodeling of 21 CBD intersections, we have revised the estimates. The new estimate is \$375,000 lump sum for signals installed and \$54,375 engineering. Total estimate is \$429,375.

Sincerely,


James K. Wilson
Senior Traffic Engineer

JKW/as

333-
THE CITY OF
PORTLAND



OREGON

DEPARTMENT OF
PUBLIC WORKS

MIKE LINDBERG
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

621 S.W. ALDER
PORTLAND, OR 97205

TEMPORARY STREET CLOSURE PERMIT

A revocable permit in accordance with Section 17.44.020 of the Code of the City of Portland is hereby issued to The Port of Portland,
P.O. Box 3529, Portland, Oregon 97208

to close to through traffic N. Channel Ave. from N. Ballast St. to
N. Commerce St. as shown in yellow on the attached map

temporarily in order to facilitate displays and exhibits placed in the
street area closed and to provide for parking of school buses.

from 3 PM on May 14, 1980 (~~time~~) to 8 PM on May 16, 1980 (date)
and to - ~~not~~ provide for pedestrian traffic

- Major Form*
1. This permit is for the use of the street area only and shall be subject to necessary use by emergency vehicles.
 2. This permit shall not exempt the grantee from obtaining any license or permit required by the City Code or Ordinances for any act to be performed under this permit, nor shall this permit waive the provisions of any City Code, Ordinance, or the City Charter except as herein stated.
 3. The grantee shall hold the City of Portland, its officers, agents, and employees free and harmless from any claims for damages to persons or property, including legal fees and costs of defending any actions or suits, including any appeals which may result from the use of the street area under this permit by providing evidence of insurance protecting the City of Portland, its officers, agents, and employees as follows:
Bodily injury \$100,000 for one claimant and \$300,000 for one occurrence,
property damage \$50,000 for one claimant and \$300,000 for one occurrence, said insurance to be kept in full force and effect at all times. This permit is automatically revoked without further action by the Council if this insurance is permitted to lapse, is cancelled or, for any other reason, becomes inoperative.
 4. This permit is revocable at any time, either by the Bureau of Police or the City Engineer, and no expenditure of money or lapse of time or other act or thing shall operate as an estoppel against the City of Portland or be held to give the grantee any vested or other right. Upon revocation of this permit, the grantee shall immediately reopen said street to the normal use of the public.
 5. The grantee shall at his own expense provide barricades, signs, and illumination as required by City Engineer and Traffic Engineer.

Additional Permits Required:

Bur. Traffic Eng. (Meter Hoods)
Bur. Buildings (Street Use)
Bur. Neighborhood Environ. (Noise)

Insurance On File
Fee None
Receipt #
BUC #

cc: Bureau of Buildings
Bureau of Traffic Engineering
Bureau of Police
Bureau of Fire

ACTING CITY ENGINEER

by *John M. Long*

Accepting the terms and conditions of
this permit:

[Signature]
Grantee

APPROVED AS TO FORM

[Signature]
of Counsel for The Port of Portland

Date Signed 5-12-80

Permit No. 3-80

RECEIVED

MAY 15 1980

BUREAU OF
TRAFFIC ENGINEERING



STR "C"

May 21, 1980

Mrs. David Pinkham
7707 S. W. 35th Avenue
Portland, Oregon 97219

Dear Mrs. Pinkham:

Enclosed are preliminary sketches of the diverters discussed at our meeting of May 19, 1980. Attached to these are formal petition blanks for your use.

Also enclosed, you will find a copy of our diverter policy. Note Item II) lines 5 and 6 reading "...owners of the majority of the property situated within two blocks in all directions of the project intersection."

Because of the linear nature of your problems, this should be expanded to include the length of S. W. Canby from 35th to the park, as well as two blocks east and west of the projects.

If you have any further questions, contact me at 248-4460.

Sincerely,

Ronald E. Hassett
S.W. District Traffic Engineer

REH:jjp

Encls.

T.R. 9362

STR "C"

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

Date: 5-27-80
From: M. J. Martini, Bureau of Traffic Engineering
To: Office of City Engineer
Addressed to: 130/504/ Miller
Subject: Job 6005 1 copy
S.W. Conkey Street and
S.W. Kelly Avenue

Plan for the above is attached.

- ☒ NO SPECIFIC TRAFFIC REQUIREMENTS.
☒ NO SIGNAL EQUIPMENT INVOLVED.
☐ TRAFFIC REQUIREMENTS ARE AS FOLLOWS:

- ☐ SIGNAL REQUIREMENTS ARE AS FOLLOWS:

THE CITY OF
PORTLAND



OREGON May 13, 1980

DEPARTMENT OF
PUBLIC WORKS

MIKE LINDBERG
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

621 S.W. ALDER
PORTLAND, OR 97205

TRAFFIC ENGINEERING
BUILDING 106

Attention: Ron Hassett

RE: Future Street Improvement, Job #6005 Permit

Dear Sir:

The enclosed preliminary drawings are for your information and your response to me regarding your existing facilities.

At this time, it is important that you research your facilities within the improvement area and determine whether the underground information shown correctly represents your facilities. Please indicate additional facilities or corrections and return the attached print to me. If additional facilities are planned for this area, indicate on the print the proposed location.

Please return this print to me within two weeks.

If you have any questions regarding this project, please contact me at 248-4340.

Very truly yours,

Lloyd A. Miller

Lloyd A. Miller, Utility Coordinator
Bureau of Street and Structural Engineering

LAM:mmc

Enclosure

NO SIGNAL EQUIPMENT INVOLVED JFM

RECEIVED

MAY 14 1980

BUREAU OF
TRAFFIC ENGINEERING

*NO special
Traffic Reg.*

'D.

Suite 19

2. 211 FOR STORM INLET
OTHERWISE NOTED.

8" C.S.P. at 2% SLOPE
OTHERWISE NOTED.

104 and NO. 105 FOR
CONSTRUCTION.

110 - C FOR SIDEWALK
NBY ST.

RNER OF S.W. CORBETT
= 290.33 CITY OF PORTLAND

PERMIT JOB
PRELIMINARY

FIELD CHECK

Robert H. Harte DATE 5-15-80

RETURN TO NEIL Mc GINNIS
1301640 BY May 27, 1980

OVAL

U CHIE

NO ENGINEE

**S.W. CANBY STREET and
S.W. KELLY AVENUE**

1/4 SECTION

3829

JOB NO

6005

SHEET NO

1 OF 4

STR "C"



FREIGHTLINER CORPORATION

4747 N. CHANNEL AVE.
P.O. BOX 3849
PORTLAND, OREGON 97208
503/283-8000

March 18, 1980

Ms. Joan Loomis
Bureau of Traffic Engineering
317 S. W. Alder
Portland, Oregon 97204

Dear Ms. Loomis:

At Freightliner's corporate office building on Swan Island, 4747 N. Channel Avenue, there is a turn-off off Channel Avenue which is divided into approximately three sections. Currently the eastern-most section carries "No Parking at Anytime" signage. The center and western-most sections allow parking for twenty minutes.

Due to a change in the interior configuration of our building, we now would find it more desirable to have the center section changed to read "Truck Loading Zone Only." I have attached a small print outlining the requirement, but would like to talk directly with you regarding any possible input. Will you please give me a call at 283-8229 to set up an appointment so that you may physically see the situation.

I'm looking forward to your immediate attention to this request.

Very truly yours,


Don Anhoury
Manager, Corporate Facilities

DA/hvh
Attachment

Marty Cox
283-8251

TLZ 6A-6P

reception desk.
main lobby
call later

TR# 9437
WO# 25297

RECEIVED

MAR 19 1980

BUREAU OF
TRAFFIC ENGINEERING

RECEIVED MAR 24 1980

RIVER

BUILDING
ENTRANCE

FREIGHTLINER
CORP. OFFICE



97

NO PARKING
AT ANY
TIME

197

CHANGE TO:
TRUCK LOADING
ZONE ONLY

CHANNEL AVE.

20 MIN.
PARKING

398

NO PARKING

THE CITY OF
PORTLAND



OREGON

DEPARTMENT OF
PUBLIC WORKS

MIKE LINDBERG
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

621 S.W. ALDER
PORTLAND, OR 97205

Rough info
note to file
April 14, 1980

Mrs. Carla J. Tinning
1299 S.W. Cardinell Drive
Portland, Oregon 97201

Dear Mrs. Tinning:

We inspected your damaged brick wall and find that we cannot install a guard rail for your protection. However, you may install one yourself by obtaining a revocable permit from Mr. Harry Hendrickson, Room 530, 621 S.W. Alder St., or call him at 248-4379.

If you have any further questions please contact me, Robert Graham, at 248-4014.

Very truly yours,

Robert L. Graham

Robert L. Graham
Bureau of Street & Structural Engineering

RLG:lj

Martini

STR "C"

RECEIVED

APR 15 1980
mlr

**BUREAU OF
TRAFFIC ENGINEERING**

STR "C"

April 8, 1980

Mrs. Carla J. Tinning
1299 S.W. Cardinell Dr.
Portland, OR 97201

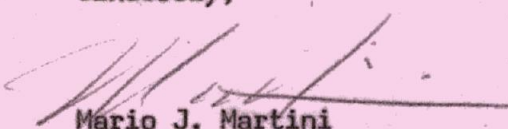
Dear Mrs. Tinning,

In response to your letter of request regarding truck problems on S.W. Cardinell Drive, we have ordered "No Truck" signs installed at both S.W. 12th and Montgomery and S.W. 16th and Cardinell Drive.

We have forwarded a copy of your letter to the appropriate department of the City Engineer's office in reference to your request for a guard rail.

If we may be of further help, contact Ron Hassett of this bureau at 248-4460.

Sincerely,


Mario J. Martini
Senior Traffic Engineer

MJM/REH/as

cc: Bob Graham, Bureau of Street and Structural Engineering

WO 34610
34611
TR 9459

STR "C"
1299 S. W. Cardinell Drive
Portland, Oregon 97201

April 2, 1980

Mr. D. E. Bergstrom
City Traffic Engineer
317 S. W. Alder Street, Room 301
Portland, Oregon 97204

Dear Mr. Bergstrom:

I am writing to request that "NO TRUCKS OVER 25 ft." signs be posted on S. W. Cardinell Drive, both at the bottom of the street, i. e. at the intersection of Cardinell and Montgomery Streets, and at the top of the over-pass near the Cardinell View Apartments, as well as at the top of Cardinell Drive at its intersection with S. W. 16th Street.

The reason for this request is simple. Our brick wall, which runs for more than 100 feet in front of our house, has been destroyed by trucks pulling 45 foot trailers twice since the first of the year. The first occurrence was January 25, 1980, (the driver of that truck stopped and left insurance information, driver's license number, name of trucking company, etc.) and the second one was March 24, 1980 (the driver of this truck did not stop -- the only information we have was from a neighbor that observed the incident and told us the size of the truck and the color. Unfortunately, he did not get its license number or the name of the company.) It, too, was a tractor pulling a 45 foot trailer. Both times, our 1978 Saab automobile was parked in the driveway, protected by the brick wall, and both times the car was substantially damaged. Both accidents happened in the middle of the night.

I also hereby request that someone from your office make an appointment with me to come up and view the property that has been damaged and determine whether or not it would be feasible to put up a guard rail on our corner, or possibly make some allowance to use the sidewalk to construct some sort of barricade.

Hoping to hear from you soon, I am

Sincerely,


Carla J. Tinning

(Telephone: 223-9719)

Preapplication Conference Notes
March 19, 1980
PA 15-80A

*Doc
red*

Applicant: Douglas K. Pollock
5918 SW Canby
Portland, OR 97219

Location: SW Canby Street and SW 60th Avenue

Proposal: Conditional Use for a PUD for the development of nine home sites. Included in the proposal is the creation of an approximately 580 foot cul-de-sac. The street would be a private drive 20 feet in width with a 45 foot radius at the cul-de-sac.

Present at Conference: Vrooman, Edwards, Quitmeier, Sanders, Kohlstrand, and Shissler

Richard Vrooman, Water Bureau, 248-4408

Off-site water will be at developer's expense. Bureau would prefer deeded public right-of-way with public facilities.

Lt. Gerald Edwards, Fire Bureau, 248-4375

Applicant to comply with Fire Bureau requirements concerning: (1) streets and access; (2) fire lanes; (3) location of structures; (4) fire protection; (5) water supply; (6) fire flow requirements; (7) construction of structures; (8) fire protection during construction; (9) plan submittal and approval of same to and by Fire Marshal. Fire flow required is 1250 gpm.

Bob Quitmeier, Code Administration, Bureau of Planning, 248-4483

The site is within a moderate landslide hazard area and will require a feasibility study by a geologist or soils engineer. The study needs to address stability, drainage and recommended bearing alternatives.

Under the PUD Ordinance, Chapter 33.79, a development is required to have 40 percent of the net site area devoted to open space. The submitted proposal contains a net site area of 118,165 square feet by the applicant's calculation and would therefore, require 47,266 square feet of open space.

Cul-de-sacs shall have a maximum length of 400 feet.

Bob Sanders, Street and Structural Engineering, City Engineer's Office, 248-4256

No comment until further site inspection.

✓ Ron Hassett, Bureau of Traffic Engineering, 248-4198

We foresee no major traffic problems with this project. We ask only that driveways entering Boundary be constructed to give maximum sight distance to vehicles entering the street.

RECEIVED

APR 7 1980

BUREAU OF
TRAFFIC ENGINEERING

Easements

Exclusive easements to the City of Portland as separate instruments from the plat will be required for all public storm and sanitary sewers in private property and to provide for any necessary extension of those sewers to serve surrounding areas. Only existing easements and sewers should be shown on the plat. Easement descriptions must be furnished by the developer to the City. The easements must be on the City's form.

Drainage Reserves

Drainage reserves will be required on the plat for all streams in accordance with the City Code, Chapter 34.60.

Improvement Guarantee

Provision must be made, by agreement with the City Engineer, for installation of all sewers before the plat will be approved. (Chapter 34.40, City Code.)

MES:a1

STR "C"

March 27, 1980

Ms. Doris C. Jait
Foster-Powell Neighborhood Assn.
3829 S.E. 76th Ave.
Portland, Oregon 97206

Dear Ms. Jait,

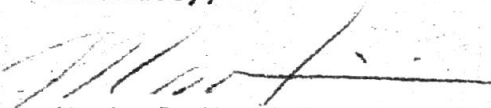
Foster-Powell Neighborhood Report #80-099 identified a need for 4-way stops on Center Street adjacent to Essex Park.

We have reviewed traffic conditions on Center Street in the vicinity of both Essex Park and Kerr Park.

During the period 1976 through October 1979, there were 5 accidents reported on Center at 66th, 2 at 67th, 3 at 76th and one at 79th. Twenty-four hour traffic counts taken in October 1979 indicated 550 vehicles on Center, west of 67th; 1,275 on 66th, north of Center; 500 on Center, west of 79th; and 765 on 79th, north of Center.

As a result of this investigation we have installed 4-way stops on Center at 67th Avenue (Kerr Park) and 79th Avenue (Essex Park). We will continue to monitor the intersections of Center/66th and Center/76th to determine if traffic conditions change sufficiently to warrant stop signs. The four-way stops at 67th and 79th may improve conditions at these adjacent intersections.

Sincerely,



Mario J. Martini
Senior Traffic Engineer

MJM/WES/as

cc: Patti Jacobsen, ONA

STR "C"

File

March 27, 1980

MEMO TO THE FILES

TO: Mario Martini

FROM: Bill Stark

WES

Attached are warrant sheets showing comparison of 4-way stop warrants as proposed in DEB's letter to neighborhoods.

4-way stops have already been installed at Center/67th and Center/79th. Apparently the W.O.'s got to Stanton Yard before Dick's approval or disapproval of the letter to Ms. Tait. I don't see why we would want to remove the Stop's now that they are already in. This could raise quite a holler from the neighborhood.

Dick asked for fuel costs which are shown on the warrant sheets.

My recommendation is that we send the letter as amended (in red). We haven't said anything about warrants. We have marginal warrants and the fact we have installed Stop's at other parks, I believe we can justify it at these locations. Traffic goes up around parks in the summer months. Our counts were taken in the fall when traffic is lower and there is little activity in the parks.

WES/as

attachments

WO 34605

CITY OF PORTLAND

4-WAY STOP WARRANT COMPARISON (local service streets under 2,500 vpd)

Major Street SE 67TH AVE Minor Street CENTER

ITEM

MINIMUM WARRANT

OBSERVED CONDITIONS

Minimum Vehicular Volume Warrant:

(a) Vehicles per day
entering intersection

6500

1,825

(b) Percent of vehicles
entering from minor street

33.33

30.14

AND/OR

Accident Experience Warrant:

Preventable reported accidents
for last 3 years (average per year)

3

.67

Remarks: Does not meet accident warrant.

Has marginal warrant on volume warrant.
off-set intersection plus narrow streets brings
safe approach speed to 10MPH which is 10MPH
below the assumed 20MPH approach speed.
This would meet the proposed approach speed
warrant which went out to the neighborhoods.

WES

Fuel Cost Per Day

Per Year

$.0082 \text{ gal} \times 1.18/\text{gal} \times 1,825 \text{ vpd} = \17.66

$340 \text{ da.} \times \$17.66 = \6004

CITY OF PORTLAND

4-WAY STOP WARRANT COMPARISON (local service streets under 2,500 vpd)

Major Street SE 79TH AVE Minor Street CENTER

ITEM	MINIMUM WARRANT	OBSERVED CONDITIONS
Minimum Vehicular Volume Warrant:		
(a) Vehicles per day entering intersection	<u>6500</u>	<u>6265</u>

(b) Percent of vehicles entering from minor street AND/OR	<u>33.33</u>	<u>39.53</u>
---	--------------	--------------

Accident Experience Warrant:

Preventable reported accidents for last 3 years (average per year)	<u>3</u>	<u>.33</u>
--	----------	------------

Remarks: Has marginal warrant for minimum volume.
Does not meet accident warrant.
Assumed approach speed of 25MPH is 10 MPH above computer safe approach speed of 15MPH.
We have had several requests in the past year from residents plus the neighborhood association.
City has installed stops adjacent to neighborhood parks.

WES

Fuel Cost Per Day

Per Year

.0082 gal/x 1.18/gal x 1265 veh. = \$12.24

340 ds. x 12.24 = \$4162

STR "C"

Magn

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

Date 3-27-80
From M. J. Martini, Bureau of Traffic Engineering
To Office of City Engineer
Addressed to 130/504/ Miller
Subject Proj 1138 1 copy
N. Cathlamet Avenue
from Kellogg to 100' 20.

Plan for the above is attached.

- ☒ NO SPECIFIC TRAFFIC REQUIREMENTS. *DRM*
- ☒ NO SIGNAL EQUIPMENT INVOLVED.
- ☐ TRAFFIC REQUIREMENTS ARE AS FOLLOWS:

- ☐ SIGNAL REQUIREMENTS ARE AS FOLLOWS:

[Handwritten marks]

RECEIVED

MAR 12 1980

BUREAU OF

~~ENGINEERING~~

CONSTRUCTION SIGNING
AS PER
MANUAL ON UNIFORM TRAFFIC
CONTROL DEVICES

NO Signals

T.E. KICK

DRW 3/13/80

1138

1+15 LEFT MEET EXIST. P.V.M.T.

EL. 120.45

1+15 RIGHT MEET EXIST. P.V.M.T.

EL. 120.35

CITY OF PORTLAND, OREGON

DEPARTMENT OF PUBLIC WORKS

MIKE LINDBERG

COMMISSIONER

JOHN LANG, P.E.

ACTING CITY ENGINEER

STREET CONSTRUCTION

N. CATLIN AVE.
FROM KELLOGG ST.
TO 100' SOUTH

APPROVED

ACTING BUREAU CHIEF

REG. PROF. ENGR. NO. 5413

APPROVED

ACTING CITY ENGINEER

REG. PROF. ENGR. NO. 8416

DESIGNED BY
L.A.N.

DRAWN BY
R.R.C.,

CHECKED BY

1/4 SECTION
2021

BOOK

1135

PAGE

252-254

DIVISION ENGINEER
R.W.T.

UNDERGROUND BY
R.W.J.

DATE

FILE NO.

C-9263

JOB NO.

1138

SHEET NO.

1 OF 1

STR "C"

March 20, 1980

Mr. Bob Phelps
777k S.W. Chestnut St.
Portland, OR 97219

Dear Mr. Phelps,


Thank you for your letter of concern regarding S.W. Chestnut St. in the vicinity of S.W. 8th Ave.

Though the mirror has increased the northbound 8th Ave. traffic's visibility of vehicles eastbound (downhill) on Chestnut, they still have to creep out some to observe vehicles coming up the hill westbound. To eliminate the "bumps" and markings on the south side of Chestnut would allow eastbound autos to come dangerously close to these cars.

As per your suggestion, we are planning to install reflectors on the curve centerline. We will see how these work out before considering the removal of more parking.

If you have any further comments or questions contact Ron Hassett of this bureau at 248-4460

Sincerely,


Mario J. Martini
Senior Traffic Engineer

MJM/REH/as

+R 9045

Martin Speer *STR "P"*

BOB PHELPS

777 S.W. Chestnut St.
Portland, Ore. 97219
244-3642

March 10, 1980

TOM PHELPS PARTNER

Mr. Don Bergstrom
City Engineer
City of Portland
1220 S. W. Fifth Avenue
Portland, Oregon 97204

Dear Don:-

There is a serious problem at the corners of Southwest Chestnut Street and 8th Avenue which is going to be the scene of a bad accident when two cars meet head on one of these days. I used to call these to your attention way back in the days of the Traffic Safety Commission so I thought I'd do it again.

We can stand on this corner and watch just about half of the cars swerve across the line from both direction. The trees and light poles are badly scarred from drivers cutting back and going off the road. They scrape each other every once in a while.

The mirror you people placed at the end of 8th Avenue is really working out fine so the speed bumps along Chestnut are no longer necessary. This would allow the center line to be moved south by several feet and widen the road.

Those little reflectors you placed in the center of Burlingame near Capitol have certainly solved a similar problem so they should be very helpful here, too.

Part of the problem is that drivers coming up the hill are forced to cross the center lane by cars parked on the north side of the street. They can't seem to get back.

If all parking on both sides of Chestnut from 7th Avenue to Burligame were eliminated, it would cause a tremendous outcry from the natives but it could help save a life or two. They all have sufficient driveway space and there is ample space on 7th and 8th.

You look healthy and happy when I see you on TV so I assume you are. Maybe our paths will cross one of these days. Thanks for listening!

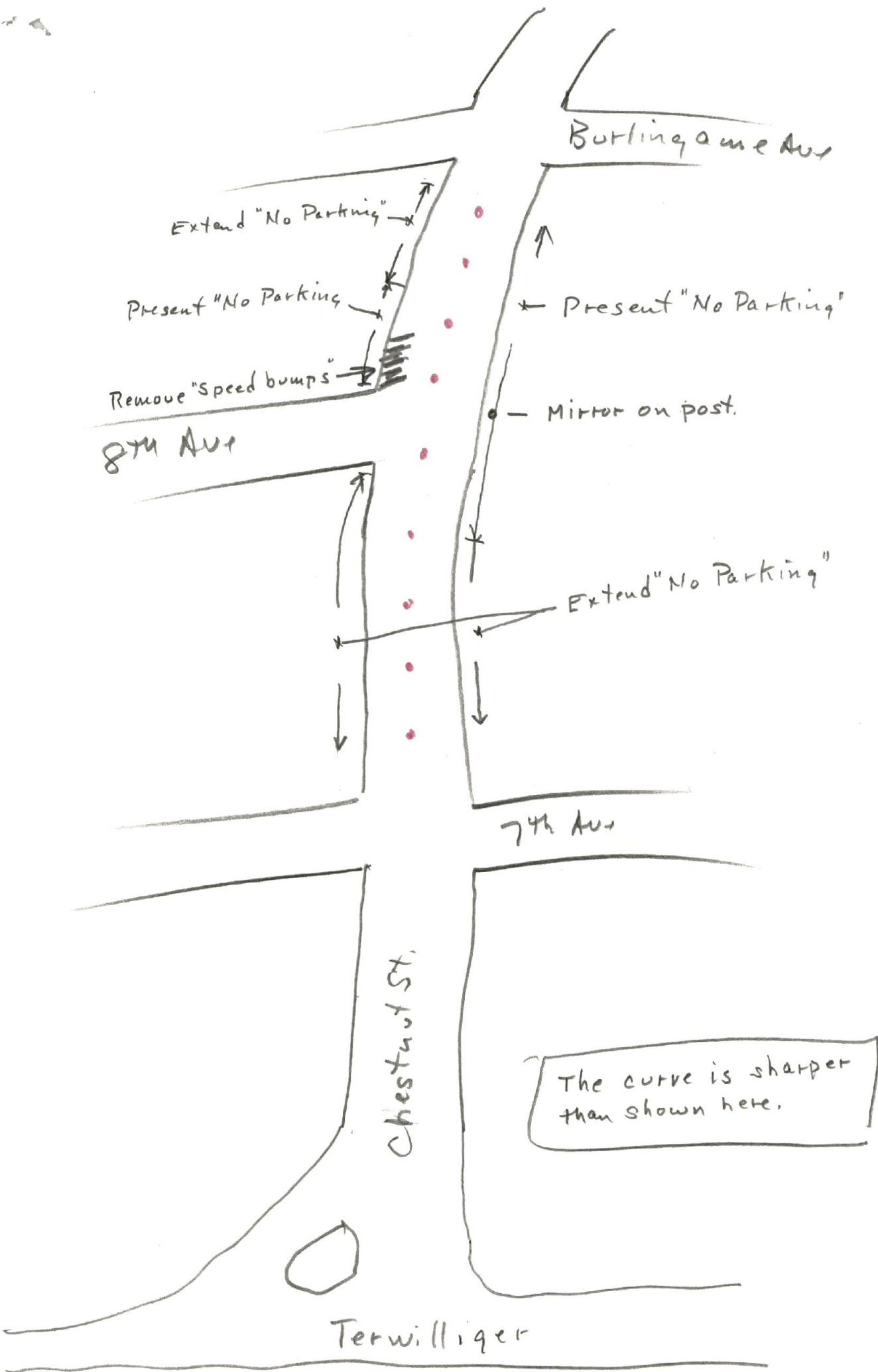
Best regards,

Bob

"THE ROOF MAN"

ROOF REPAIR AND COATING - CHUCK HOLE FILLING - BLACKTOP SEALING

DR
RECEIVED
MAR 12 1980
BUREAU OF
TRAFFIC ENGINEERING



STR "C"

March 17, 1980

Connie McCready Ms. Caroline A. Sykes
6922 S. E. Center Street
Portland, Oregon 97206

317 S. W. Alder Dear Mr. Sykes:

We have reviewed your request for Stop signs at the intersection of S. E. Center Street and 70th Avenue.

The warrants for installing two-way Stop signs on local streets with less than 2,500 vehicles per day is a minimum traffic volume of 1000 vehicles per day on the major street (70th Avenue) and/or an average of two reported accidents per year for the last 3 years, of the type that are correctible with Stop signs.

A review of the reported accidents between January 1, 1976 and October 31, 1979 indicated none in 1976, 1977 and 1978 and two reported in the first 10 months of 1979. A 24 hour traffic count taken October 25, 1979 indicated 375 vehicles on Center, west of 70th and 529 on 70th, north of Center.

Since the traffic volume warrant and accident warrant are not satisfied, we don't propose to install Stop signs at this time.

Should conditions change, however, we would be most happy to reconsider this matter. Thank you for bringing this to our attention.

Sincerely,

M. J. Martini
Sr. Traffic Engineer

WES:jjp

T. R. 8716

STR "C"

SPCL

A. Case Number MISC		<div style="text-align: center;"> RECEIVED SPECIAL REPORT MAR 11 1980 BUREAU OF TRAFFIC ENGINEERING City of Portland, Bureau of Traffic Engineering </div>		COMPUTER ENTRY PERSONS <input type="checkbox"/> VEHICLE <input type="checkbox"/> CRIME <input type="checkbox"/> PROPERTY <input type="checkbox"/> BOOKING <input type="checkbox"/> Date _____ Opr. _____		REFER CASE # <div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">2</div>			
B. Classification Parking Problem				DISTRIBUTION <input type="checkbox"/> Central <input type="checkbox"/> Dets <input type="checkbox"/> DA <input type="checkbox"/> East <input type="checkbox"/> Youth <input type="checkbox"/> Ident <input type="checkbox"/> North <input type="checkbox"/> SID <input type="checkbox"/> Prop Room <input checked="" type="checkbox"/> Traffic <input type="checkbox"/> SFO/SST <input type="checkbox"/> Crime Prev. <input type="checkbox"/> _____					
C. Type Report Supplemental <input type="checkbox"/> Information <input checked="" type="checkbox"/> Clearance <input type="checkbox"/>		D. Case Status 1. Clr. By Arrest <input type="checkbox"/> 2. Referred <input type="checkbox"/> 3. Suspended <input type="checkbox"/> 4. Unfounded <input type="checkbox"/> 5. Pending <input type="checkbox"/> 6. Exceptional <input type="checkbox"/>							
1. Original Report Date MON 3-10-80		2. Time		3. This Report Date #1		4. Time #2		5. Location of Occurrence 1829 SW CABLE	
7. Victim or Complainant EVANS, GLORIA M.				8. Residence Address #5		9. Res. Phone 727 7003		10. Sex F	
11. Race W				12. D.O.B. 7-10-22		13. Subject of This Report Parking Problem - Forward to TRAFFIC ENGINEERING			
14. Total Value of Recovered Prop. (Itemize Below)				15. Details:					

This case I was DISPATCHED REGARDING A PARKING PROBLEM at the above address I contacted MRS EVANS and she related that there are several cars that continually park in a small cul-de-sac at the end of the street. This prohibits persons from turning around.

SW Cable is only abt 2 blocks long. IT IS extremely narrow, however parking is allowed along the EAST side. The street is NOT wide enough to turn even the smallest of cars around in; therefore, the residents of the area must rely on the cul-de-sac to turn around so they may exit the area.

THE Cul-de-sac IS POSTED "NO PARKING ON ROADWAY". However, this IS A rather nebulous POSTING as there are no curbs in the area to define roadway. Cable ENDS IN A small patch of underbrush and the cul-de-sac has been created mainly by the autos using it. There IS ample room to park vehicles along the last block of cable. THE cul-de-sac really needs to be POSTED "NO PARKING ANYTIME". There are NO residences on the

Reporting Officer(s) S Duncan 4586 + R. 9038		Off. I.D. Number WT		Prec/Div T		Relief/Shift N		Assn/Dist 320 / 830	
Radio Call Times REC: 2345		ARR: 2355		CLR: 0015		Approved By [Signature]			

cul-de-sac and the cars that currently park there would not be displaced more than a few feet. The only alternative to using the cul-de-sac for ~~turning~~ around is to back your car down Cade. This is an extremely hazardous venture because of its narrowness.

TRAFFIC ENGINEERING
70-6 APR 11 1970

NYO 11 1970

RECEIVED

STR "C"

Wacky

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

Date: 3-13-80
From: M. J. Martini, Bureau of Traffic Engineering
To: Office of City Engineer
Addressed to: 130/504/ Miller
Subject: N.E. Gallegos St.
West side of N.E. 2nd
Job 1140

Plan for the above is attached.

☒ NO SPECIFIC TRAFFIC REQUIREMENTS.

☒ NO SIGNAL EQUIPMENT INVOLVED. *DB*

☐ TRAFFIC REQUIREMENTS ARE AS FOLLOWS:

☐ SIGNAL REQUIREMENTS ARE AS FOLLOWS:

TV

STR "C"

Bauer

January 23, 1980

INTEROFFICE MEMORANDUM

TO: M. Mar~~Mar~~antini
FROM: Mike Bauer, ^{Jack} James Mason
SUBJECT: Traffic Circulation - S.W. Caruthers/Sheridan/
5th/6th/Broadway

Traffic circulation in the above area is confusing and congested with very high volumes of traffic moving thru the area. Since it appears there will never be a connection from the Marquam Bridge to a Mt. Hood Freeway, or to McLoughlin Blvd., we can expect continued high volumes of traffic traversing these streets to make a connection between I-405 and the Ross Island Bridge.

The South Portland Circulation Study seems to be at a standstill. With the extremely high cost of this project (in excess of 10 million 1978 dollars) for the proposed roadway changes only, along with the controversey it has caused in adjacent neighborhoods, this project may not go.

The attached proposal attempts to separate the heavy traffic flows, essentially utilizing the existigg street system. Today the heavy inbound and outbound traffic flows cross each other twice. In the attached plan these flows do not cross. We feel traffic would flow smoother, and be much easier to progress thru this highly congested area.

No cost estimate has been done for this proposal, however the costs would appear to be much lower than the proposed South Portland Circulation Plan. This area could use help.

MWB:mc

"C"

*Com
rel*

*Tack
gms. JFM*

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

Date: 1-17-80
From: M. J. Martini, Bureau of Traffic Engineering
To: Office of City Engineer
Addressed to: 130/322/Miller
Subject: S.W. Cornus St.
from 29th to 35th
Job 3436, 1 copy

Plan for the above is attached.

- ☒ NO SPECIFIC TRAFFIC REQUIREMENTS.
- ☒ NO SIGNAL EQUIPMENT INVOLVED. *JFM*
- ☐ TRAFFIC REQUIREMENTS ARE AS FOLLOWS:

- ☐ SIGNAL REQUIREMENTS ARE AS FOLLOWS:

Traffic

10

D.Y.
Y.L.

CONVENTIONAL SIGNING
MANUAL CONTROL FOR TRAFFIC
CONTROL DEVICES

RECEIVED

NO SIGNAL EQUIPMENT INVOLVED

NOV 9 1979

BUREAU OF
TRAFFIC ENGINEERING

FIELD CHECK

By R. H. H. H. Date 11-9-79

5+07.82 PC (SOUTH)

552.62

5+07.82 PC (NORTH)

552.61

10

3436

CITY OF PORTLAND, OREGON

DEPARTMENT OF PUBLIC WORKS

CONNIE McCREADY

COMMISSIONER

COWLES MALLORY, P.E.

CITY ENGINEER

SW COMUS ST
FROM SW 39TH AVE
TO SW 35TH AVE

APPROVED

BUREAU CHIEF REG. PROF. ENGR. NO. 8416

APPROVED

CITY ENGINEER REG. PROF. ENGR. NO. 8344

1/4 SECTION
4125

BOOK
1130

PAGE
41 — 63

DIVISION ENGINEER

UNDERGROUND BY
RWJ

DATE

FILE NO.

JOB NO.

3436

SHEET NO.

1 OF 2

DWN.
BY

APPD.

DESIGNED BY
DHT

DRAWN BY
RT & JEE

CHECKED BY
JEH

Dolph Ct
"D"

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

Date: 1-24-80
From M. J. Martini, Bureau of Traffic Engineering
To Office of City Engineer
Addressed to 130/504/ Miller
Subject Job No. 1029
S.W. Dolph Ct.
from 21st to 23rd

Plan for the above is attached.

- ☒ NO SPECIFIC TRAFFIC REQUIREMENTS. *REH*
☒ NO SIGNAL EQUIPMENT INVOLVED.
☐ TRAFFIC REQUIREMENTS ARE AS FOLLOWS:

- ☐ SIGNAL REQUIREMENTS ARE AS FOLLOWS:

Traffic

460

456

452

448

CONSTRUCTION SIGNING
MANUAL ON LATER FORM TRAFFIC
CONTROL DEVICES

RECEIVED

JAN 18 1980

BUREAU OF
TRAFFIC ENGINEERING

FIELD CHECK

R. J. Lasswell 1-22-80

EVC 3+40

EVC 3+40

CITY OF PORTLAND, OREGON

DEPARTMENT OF PUBLIC WORKS

MIKE LINDBERG

COMMISSIONER

JOHN LANG P.E. ACTING CITY ENGINEER

SW DOLPH CT

from SW 21st AVE.
to SW 23rd AVE.

APPROVED _____

BUREAU CHIEF

REG. PROF. ENGR. NO 5413

APPROVED _____

CITY ENGINEER

REG. PROF. ENGR. NO 8416

1/4 SECTION
3927

BOOK

1134

PAGE

15 — 34

DIVISION ENGINEER
RWT

UNDERGROUND BY

DATE

FILE NO.

JOB NO.

1029

SHEET NO.

1 OF 1

DWN.
BY

APPD.

DESIGNED BY
E. M. THORESON

DRAWN BY
R. TERRANOVA

CHECKED BY
J E H

STR "C"

File

May 15th, 1980

s Department Head
Traffic Engineering Division
City of Portland
420 SW Main
Ptld 97205

To Whom It May Concern:

Perhaps someone in your office has received several post cards addressed to 'trucks'. These cards bore a list of truck names or numbers and times, being an informal record of some of the truck traffic that has passed by the corner of SW Corbett St. and Pendelton Sts in the last few weeks.

These lists comprise only such trucks as I was able to record in my spare time, doing yard work or waiting for a bus. Such lists plus other observations point to a truck traffic of Corbett st. of 30 to 40 trucks during an 8 or 9 hour period during the working day. These lists DO NOT include pick-up and delivery to Nature's Food & Tool on Corbett and Pendelton, School District trucks to Terwilliger School, oil trucks obviously delivering on the street, Goodwill, Salvation Army etc. The lists DO include the many public works dump trucks (some days or at some periods of the day as many as 1 every 5 minutes) that use Corbett as a corridor to their dump on Barbur, also trucks, including large trailer-tractor rigs, going to Porcelli grocery on Virginia & Nebraska, trucks delivering to industry in the area on Macadam Ave., and garbage trucks using Corbett as a corridor to Boones Ferry and Terwilliger.

Now, as you can tell at a glance from your figures, Corbett St., for a residential St., has a very high load of auto traffic, mostly commuters. Also at the corner of Pendelton & Corbett is a Natural food store and parking lot, a scene of much stopping, starting, turning, etc. This same intersection is where a near-by (one block) fire truck mostoften enters the traffic pattern during emergency calls. This same intersection is the site of both in-bound and out-bound Tri-Met stops (4 buses per hour); two blocks South is a school which serves as park & recreation grounds for many residents other than children. This is an incredible amount of activity for a two lane street with on street parking, a 30 mph speed limit, in a residential neighborhood. Many of the above mentioned trucks, especially the garbage and public works regularly speed on Corbett, no doubt due to long familiarity. Some have been clocked by car at speeds in excess of 50 mph.

RECEIVED

MAY 22 1980


BUREAU OF
TRAFFIC ENGINEERING

T.R. 9491

As you know, there is no reason to tolerate these vechiles on Corbett. Macadam Ave. lies two blocks to the East, and is designed to handle these loads and speeds. Officer Stump came here once to look at the situation, and suggested more signs that forbid trucks be installed on the streets that join Macadam to Corbatt. ALL the Streets. Then, as a reminder to those signs, some STRICT enforcement shoud be used. The public works people shoud be reminded that even if it is legal to run dump trucks on Corbett, out of courtesy to the residents, they should desist. We hope that soon we shall see a dramatic decrease in this dangerous and unpleasant traffic.

If your office would like to talk to me about any of this, please call me at 246-5541.

Cordially,


James Collins, Resident
5829 SW Corbett
Portland, Oregon 97201



BUREAU OF POLICE

CAPTAIN RICHARD D. WALKER
TRAFFIC DIVISION

June 3, 1980

Tom James
Traffic Engineering

Tom - It appears that Mrs. Nitso is most concerned re one way streets and parking restrictions. If your district engineer needs our assistance, please advise. (I didn't know who to send this to).

RW

RECEIVED

JUN 4 1980

BUREAU OF
TRAFFIC ENGINEERING

STR "C"

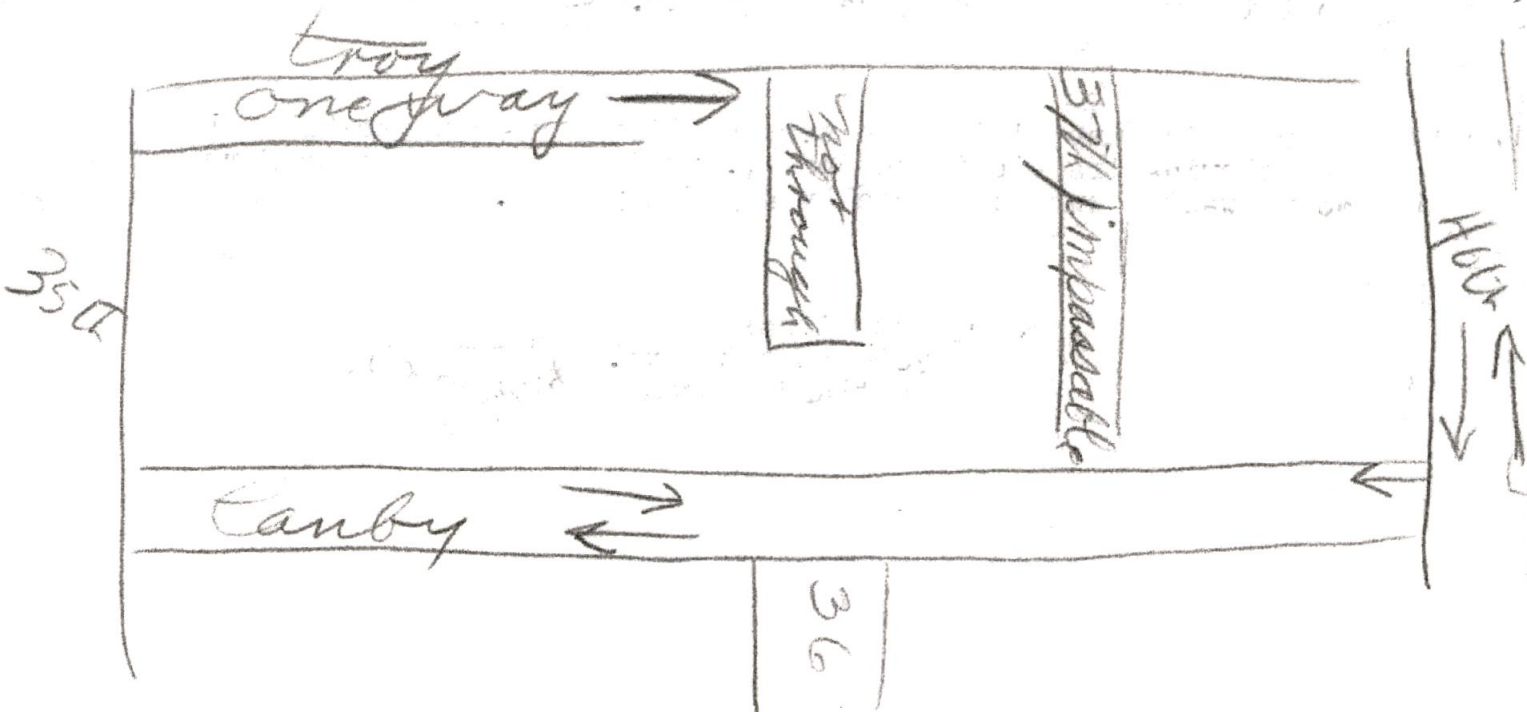
Portland Police, Dept. (Prevention-traffic)
Portland Traffic Engineers (Hasser...SW)
Assessor Multnomah County
Board of Equalization

Sirs: April 24, 1980 ...Canby St. Meeting at Multnomah Art Center voted that correct policing of disruptive persons at Little Gabriel (upper) was of primary importance (10 votes) Secondly persons living closest to park recommended signs and law enforcement to slow traffic.

THESE PERSONS HAVE A GENUINE PROBLEM.....THEY HAVE LIVED WITH IT TOO LONG....AND THEY NEED ACTION.

Three persons less effected but picking up old witch tales of years gone by are pushing for a cul-de-sac or bottle neck (fancy for one way street) making Canby a west street to 40th- (on these 2 items one vote was recieved on one and two on the other.)

I CANNOT BELIEVE THAT THE TRAFFIC ENGINEERS WOULD DO SUCH A THING!



There is no street that doesn't get a racer, an un-watched child, an unleashed dog or a truck parked 3 feet from the curb.

Scuttlebutt- another...secret meeting is planned...WHY? These secret meetings are sanctioned by traffic dept to omit objections. NOTE anything on Canby affects**ALL** of us whether we live on Canby or 36th or 35th or anywhere.

RECEIVED
JUN 4 1980 JUN 4 1980
BUREAU OF E R D OF
TRAFFIC ENGINEERING

One person on the corner has 2 hour parking on both sides- put 2 loading zones on the curb; they dont parkin their driveway, they park across the street at a rental.

RESULT: of this 2 hour parking and non sanction painted loading zones is that cars park on Canby between 35th and 34th.

(I couldn't get 2 hour parking there) I have parking for 1 car in front of home, very often its full.

Same person pushed to block street^{paving} with adjoining neighborhood forcing everyone to eventually pay more. They also blocked street coming through at 36th between Troy and Canby at the Mediterranean Apts. Now they want it private!

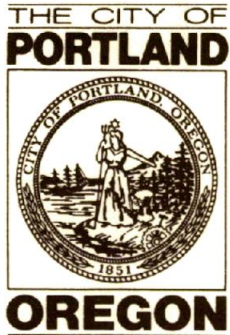
37th at Postoffice is fit only for birds..flying.

If 40th and Canby is blocked going east, persons would have to go to Multnomah Blvd...back to 35th and north...traveling over 3/4 mile further (gas).. danger having a blocked situation is a disaster would overload 35 and 36 (which cars feed onto 35). Policing would be made more difficult.

Your assistance aiding the persons living near upper Gabriel and slowing traffic is needed....but in no way shape or form do we want a one way street by any fancy name.

Margaret Nitsos
7604 SW 35th Ave.
Portland Oregon 97219

STR "C"



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

June 11, 1980

MEMORANDUM

TO: Don E. Bergstrom

FROM: Ron E Hassett *REH*

SUBJECT: Traffic Volume on S.W. Corbett

RE: D.E.B. Memo Dated February 14, 1980


According to before and after traffic counts, there has been no significant increase in traffic volumes on S.W. Corbett as a result of signal improvements on S.W. Macadam. 1976 volumes on Corbett were just under 6,000 ADT. Late February, 1980, ADT volumes were just over 6,000.

REH/as

R

6. Special Treatment of Minor Intersections in Residential Areas. In many older sections of U.S. cities, streets are laid out in rectangular grids. Despite development of selected streets as major arterials, traffic on minor streets may still include considerable numbers of through and high speed vehicles. To reduce this problem, a number of special geometric design treatments have been developed. Some merely slow down traffic, others prevent certain through or turning movements in order to force through traffic to remain on arterial streets. STB
"C"

a. Chokers (Fig. 20-3a.) reduce the width of intersection approaches, enhance pedestrian safety by reducing the lengths of crosswalks, assure that cars cannot park near the intersection, and provide locations for traffic signs closer to the approaching traffic. They can be installed on a temporary basis using raised bars (bottom of diagram). In a permanent design (top of diagram), new curbs and sidewalk extensions are built, and catch basins may have to be moved. Chokers are also used at intersections of streets in shopping districts.

 b. Traffic circles (Fig. 20-3b) force cars to slow down by bending directions of flow. All turning movements are still possible. Approaches have centerline markings to guide cars toward the right as they enter the intersection; warning signs are also necessary.

c. Diverters (Fig. 20-3c and d) in effect convert the intersection into two unconnected streets, each making a sharp turn. Simple diverters are constructed of guardrails. More elaborate projects involve new curbs, landscaping and drainage structures. Advance signs warning of the curve ahead (W1-1) and of the sharp change of alignment (W1-6) are used.

d. Approach and Exit closures can be partial (Fig. 20-3e) or complete (Fig. 20-3f). They are usually applied at intersections of a minor street with an arterial. Partial closure is intended to restrict the number of entrances into a neighborhood without reducing the number of exits, and also preserves maximum access for emergency vehicles. Complete closures create cul-de-sacs on the street approaches being closed, and turnaround areas should be provided if existing curb-to-curb width is less than 40 ft. DO NOT ENTER and turn prohibition signs are needed. As in the case of diverters, closures may be made by simple guardrails (bottom of each diagram) or by more elaborate construction and landscaping (top of each diagram).

In all cases designs involving guardrail are inexpensive and have a temporary appearance; they are suitable to test public response to the intersection modifications. Designs with new curbs and landscaping are desirable for permanent installations.

S.W. CORBETT
CUSTEN - NEBRASKA
Application to re-submit petition
for diverters. 9-19-79
RCH.

T.R. 537 1
837 5
847 4

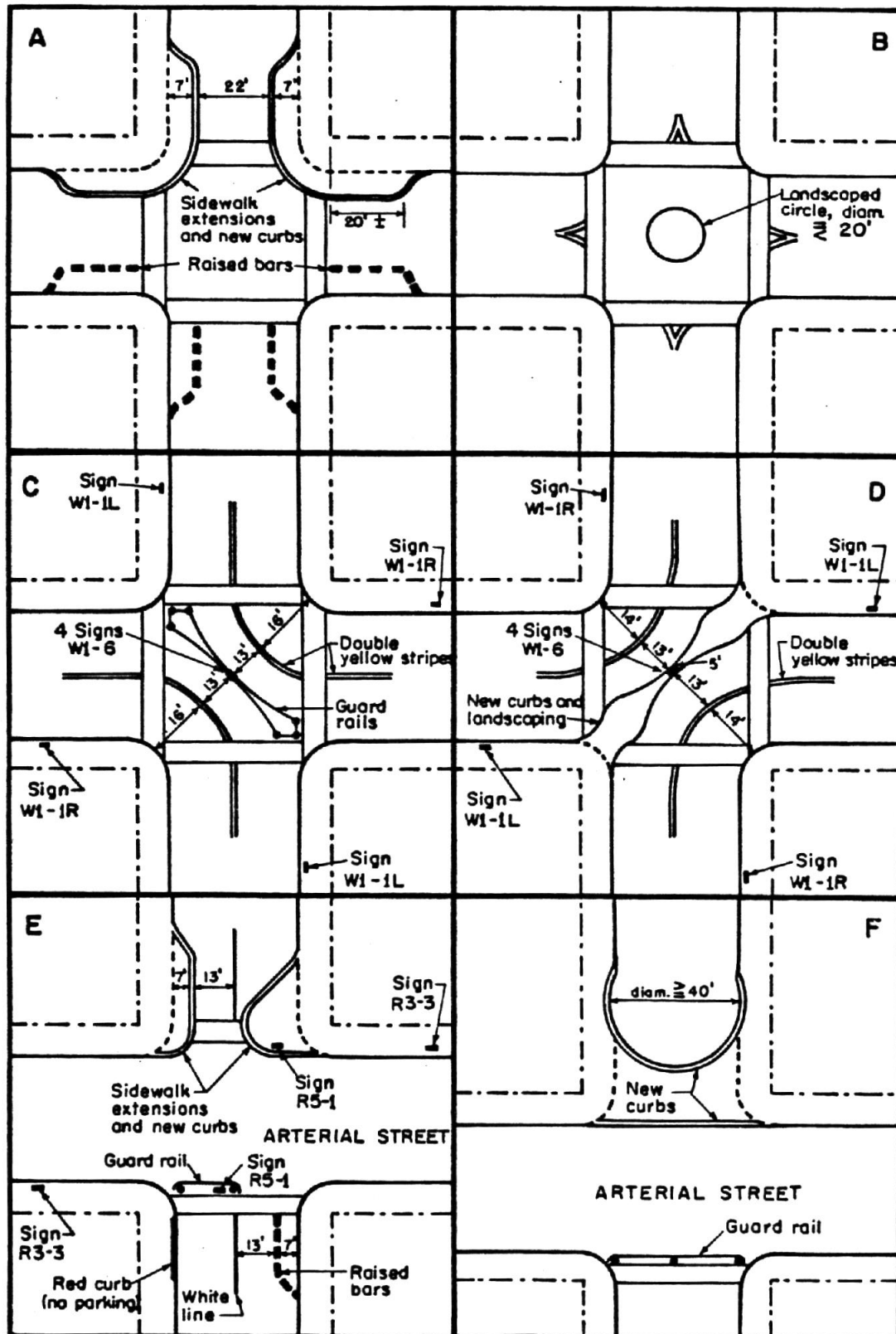


Fig. 20-3 — Treatment of minor intersections in residential areas to reduce speed and discourage through traffic. (Based on Ref. 6.)