

March 16, 1971

Mr. Charles E. Hodges, Jr., Attorney at Law  
224 Morgan Building  
720 S.W. Washington Street  
Portland, Oregon 97205

Re: Traffic Signal-S.W. Broadway Drive and Hoffman Street  
Your File No. 157-S-69

Dear Mr. Hodges:

In reply to your inquiry of March 10, 1971, our records show no malfunction of the signal at S.W. Broadway Drive and Hoffman Street between June 18, 1968, and January 6, 1969.

We do not make periodic inspections of all signalized intersections but give all complaints our immediate attention.

Sincerely,

D. E. BERGSTROM  
Traffic Engineer

*JED* JKW:ba

CHARLES E. HODGES, JR.

ATTORNEY AT LAW

224 MORGAN BUILDING

720 S. W. WASHINGTON STREET

PORTLAND, OREGON 97205

CHARLES E. HODGES, JR.

COLIN LAMB

TELEPHONE

222-3201

March 10, 1971

City of Portland  
Traffic Engineer  
420 S. W. Main Street  
Portland, Oregon 97204

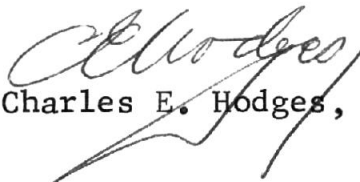
Attention: William R. Hood, Jr.

Re: Brice vs. Sugg, No. 74454  
District Court, Multnomah County  
My File No. 157-S-69

Dear Mr. Hood:

In regard to your traffic report, and more specifically the red light for southbound Hoffman Street, do you know whether or not the red light for southbound traffic on Hoffman Street was working properly on December 24, 1968? Was it checked between December 25, 1968, and January 6, 1969?

Sincerely yours,

  
Charles E. Hodges, Jr.

CEH:ols

RECEIVED

MAR 12 1971

BUREAU OF  
TRAFFIC ENGINEERING



For:

Charles E. Hodges, Jr.

Attorney at Law

224 Morgan Bldg.-720 SW Washington

City 97205

March 1, 1971

To Whom It May Concern:

Regarding the operation of the traffic control signals at the intersection of S.W. Broadway Drive and Hoffman Street June 18, 1968, to August 14, 1969:

The southbound or uphill vehicle detector is located in the southbound traffic lane 270' north of the center of the above intersection.

The northeastbound or downhill vehicle detector is located in the northeastbound traffic lane 290' southwest of the center of the above intersection.

On January 6, 1969, at 12:20 P.M. this signal was reported to be not operating. This complaint was investigated and it was found that the Red light for southbound Hoffman Street was burned out, it was replaced at this time.

Our records show no more entries for this intersection until April 14, 1969, when all vehicle signals were relamped under our annual relamping program.

To Whom It May Concern  
SW Broadway Drive-Hoffman

March 1, 1971

The next entry was on August 14, 1969, when some revisions were made at the above intersection.

I, William R. Hood, Jr. Traffic Engineer, certify and affirm that I am a keeper of the public records regarding the foregoing information, and that the foregoing information is a true and correct copy of such records.

---

William R. Hood, Jr. Traffic Engineer

WRH:ba

Subscribed and sworn to before me this 1st day of March, 1971.

---

Notary Public for Oregon  
My commission expires Feb. 18, 1975.

APPROVED:

---

R. C. SPEER-Asst. City Traffic Engineer  
City of Portland

CHARLES E. HODGES, JR.

ATTORNEY AT LAW

224 MORGAN BUILDING  
720 S. W. WASHINGTON STREET  
PORTLAND, OREGON 97205

CHARLES E. HODGES, JR.  
COLIN LAMB

TELEPHONE  
222-3201

February 22, 1971

City Traffic Engineer  
420 S. W. Main  
Portland, Oregon

Re: Brice vs. Sugg, No. 74454  
District Court, Multnomah County  
My File No. 157-S-69

Dear Sirs:

*Nelson*  
I note in your report, a copy of which is enclosed herein, that you describe traffic activators for the traffic light located at the intersection of S. W. Hoffman Street and Broadway Drive. Please advise their exact location in regard to the intersection of said streets.

Furthermore, I note that there were no troubles at this intersection from June 18, 1968, to January 6, 1969. What were the problems on January 6, 1969, and was this light working properly up to June 30, 1969?

Sincerely yours,

*Charles E. Hodges, Jr.*  
Charles E. Hodges, Jr.

CEH:ols

Enclosure: Traffic Engineer's Report (copy)

RECEIVED

FEB 26 1971

BUREAU OF  
TRAFFIC ENGINEERING





CITY OF PORTLAND  
OREGON

97204

420 S.W. MAIN ST. - PHONE 228-6141, EXT. 356

May 29, 1970

To Whom It May Concern:

Regarding the operation of the traffic control signals at the intersection of S.W. Broadway Drive and Hoffman Street as of approximately midnight Tuesday, December 24, 1968, our records show the following:

Traffic southbound and northeastbound on S.W. Broadway Drive has continuously flashing "Yellow" signals.

Traffic southbound on S.W. Hoffman Street has a flashing "Red" signal when there is no traffic approaching Hoffman on Broadway Drive. A vehicle approaching Hoffman from either direction on Broadway Drive runs over a detector or actuator placed in the traffic lanes which "trips" or "actuates" the control mechanism changing the signal for southbound on Hoffman from flashing "Red" to continuous or solid "Red". The continuous "Red" will remain on for twelve (12) to thirteen (13) seconds depending on the size and speed of the vehicle. If other vehicles approach on Broadway Drive each succeeding vehicle actuation will reset the continuous "Red" signal to the beginning of the aforementioned twelve (12) to thirteen (13) second interval. If no succeeding actuation occurs before the expiration of the solid "Red"

To Whom It May Concern  
SW Broadway Dr.-Hoffman

May 29, 1970

interval the control mechanism changes the signal indication back to the original flashing "Red", resting in that position until the next actuation.

There was no trouble reported at the intersection from June 18, 1968, to January 6, 1969.

I, W. G. Kriger, Electrical Engineer, certify and affirm that I am a keeper of the public records regarding the foregoing information, and that the foregoing information is a true and correct copy of such records.

W. G. Kriger

W. G. KRIGER - Electrical Engineer

WGK:ba'

Subscribed and sworn to before me this 29th day of May, 1970.

Mildred L. Stockmann

Notary Public for Oregon

My commission expires Feb. 18, 1971.

APPROVED:

D. E. Bergstrom

D. E. BERGSTROM - Traffic Engineer  
City of Portland



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

October 27, 1970

From Dept. of Public Affairs, City Planning Commission  
To Dept. of Public Works, Traffic Engineer  
Addressed to D. A. Bergstrom  
Subject Petition 5783

Dear Mr. Bergstrom:

On November 10, 1970, the Planning Commission will consider the following request.

Applicant: Jack A. Benaroya Co.

Request: A0S, A2.5S & C2S to C2S and A2.5S

Location: SW Broadway Dr., SW Lincoln St. & SW Grant St.

Legal Description: See attached

Quarter Section: 3228

Applicant's Proposal: To construct office building.

We would appreciate your review and opinions of this request before 11/9/70. We are especially interested in the effect approval would have on traffic movement and safety.

If you desire more information on this matter, we will be glad to assist you.

Sincerely,

*Lloyd T. Keefe*

Lloyd T. Keefe  
Planning Director

LTK/mle

OCT 29 1970  
BUREAU OF  
TRAFFIC ENGINEERING

USE REVERSE FOR COMMENTS.



ATTACHMENT

FROM AOS TO C2S

LOT 1, 2, 3 AND 4, THE EASTERLY 18 FEET OF  
LOTS 5 & 6, AND THE EASTERLY 50 FEET  
OF LOTS 7 & 8, BLK 37, CARUTHERS ADDITION,  
LESS THAT PORTION OF LOTS 2, 3 & 4 LYING  
WITHIN S.W. BROADWAY DRIVE.

FROM AOS, A2.55 & C2S TO C2S & A2.55,

MORE ACCURATELY DESCRIBED AS ESTABLISHING  
A NEW ZONING BOUNDARY BETWEEN C2S  
AND A2.55 ZONES ON TAX LOTS 37 &  
38, SECTION 4, T1S, R1E, W.M.

THE ZONE BOUNDARY WOULD BE MOVED  
FROM THE PRESENT BOUNDARY BETWEEN  
AOS, A2.55 AND C2S LOCATED 275 FEET  
WESTERLY FROM AND PARALLEL TO THE  
EAST LINE OF BLK 37, CARUTHERS  
ADDITION TO A LINE 360 FEET SOUTH-  
WESTELY FROM THE NORTHEAST CORNER  
OF BLK 37, CARUTHERS ADDITION,  
WHICH LINE HAS A BEARING OF N.41°  
24'15" W. AND IS 245.74 FEET IN  
LENGTH. THOSE PARTS OF TAX LOTS  
37 AND 38 LYING NORTHEASTERLY OF  
THIS LINE WILL BE C2S AND THOSE  
PARTS OF TAX LOTS 37 AND 38  
LYING SOUTHWESTERLY OF THIS LINE  
WILL BE A2.55.

For:

C.E. Hodges, Jr., Attorney at Law  
224 Morgan Building  
Portland, Oreg. 97205  
RG (Brice) v. Sugg  
157-S-69

May 29, 1970

To Whom It May Concern:

Regarding the operation of the traffic control signals at the intersection of S.W. Broadway Drive and Hoffman Street as of approximately midnight Tuesday, December 24, 1968, our records show the following:

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Traffic southbound on S.W. Hoffman Street has a flashing "Red" signal when there is no traffic approaching Hoffman on Broadway Drive. A vehicle approaching Hoffman from either direction on Broadway Drive runs over a detector or actuator placed in the traffic lanes which "trips" or "actuates" the control mechanism changing the signal for southbound on Hoffman from flashing "Red" to continuous or solid "Red". The continuous "Red" will remain on for twelve (12) to thirteen (13) seconds depending on the size and speed of the vehicle. If other vehicles approach on Broadway Drive each succeeding vehicle actuation will reset the continuous "Red" signal to the beginning of the aforementioned twelve (12) to thirteen (13) second interval. If no succeeding actuation occurs before the expiration of the solid "Red"

P. M. 509  
8-1-69

IMPORTANT THIS RECEIPT IS CONDITIONED ON PROMPT PAYMENT OF ALL  
CHECKS GIVEN DARYL G. CALLOWAY, CITY TREASURER, THEREFOR.

CITY OF PORTLAND, OREGON

BUREAU OF TRAFFIC ENGINEERING

No 703

DATE 5/29 1970

RECEIVED OF

C. E. Hodges, Jr.

224 Morgan Bldg - City

THE SUM OF

Seven and 59/100

\$ 750

FOR:

CHECK ☒

CASH ☐

CONSTRUCTION ZONE PERMIT  
MAINTENANCE ZONE PERMIT  
LOADING ZONE PERMIT

Info from records signal

DELIVERY PERMIT

turning SW Broadway Dr - Hoffman

DRIVEWAY PAINTING

as of 12/24/68 (R. L. Bruce v. Sugg)  
157-8-69

PARKING METER FUND ☒

TRUSTEE FUND ☐

Sup

CITY OF PORTLAND, OREGON

D. E. BERGSTROM, TRAFFIC ENGINEER

BY

B. G.



To Whom It May Concern  
SW Broadway Dr.-Hoffman

May 29, 1970

interval the control mechanism changes the signal indication back to the original flashing "Red", resting in that position until the next actuation.

There was no trouble reported at the intersection from June 18, 1968, to January 6, 1969.

I, W. G. Kriger, Electrical Engineer, certify and affirm that I am a keeper of the public records regarding the foregoing information, and that the foregoing information is a true and correct copy of such records.

\_\_\_\_\_  
W. G. KRIGER - Electrical Engineer

 WGK:ba'

Pd. Rec. 703

Subscribed and sworn to before me this 29th day of May, 1970.

\_\_\_\_\_  
Notary Public for Oregon  
My commission expires Feb. 18, 1971.

APPROVED:

\_\_\_\_\_  
D. E. BERGSTROM - Traffic Engineer  
City of Portland

CHARLES E. HODGES, JR.  
COLIN LAMB

CHARLES E. HODGES, JR.  
ATTORNEY AT LAW  
224 MORGAN BUILDING  
720 S. W. WASHINGTON STREET  
PORTLAND, OREGON 97205

TELEPHONE  
222-3201

May 22, 1970

Traffic Control Engineer  
City of Portland  
City Hall  
Portland, Oregon

Re: Brice v. Sugg  
My File No. 157-S-69

Dear Sir:

Please furnish me a traffic control report concerning the intersection at SW Broadway and Hoffman streets for December 24, 1968, at approximately midnight. Enclosed herein is a check in the amount of \$7.50 for payment of your costs for the traffic control report.

*removed  
BA.*  
Sincerely yours,

*Charles E. Hodges, Jr.*  
Charles E. Hodges, Jr.

Enc. - Check \$7.50

CEH/pd

RECEIVED

MAY 25 1970

BUREAU OF  
TRAFFIC ENGINEERING

November 25, 1969

Traffic Engineering

Office of the Mayor

Mayor Terry D. Schrunk

Curve Warning Sign - S.W. Broadway Drive


Dear Mayor Schrunk:

S.W. Broadway Drive near #1341 has been investigated for the need of additional curve warning signs, as requested by Robert A. Campbell, M.D., in a letter dated November 7th.

Work Orders have been written to install a curve warning sign with a 15 M.P.H. advisory sign for this curve.

Respectfully submitted,

D. E. BERGSTROM  
Traffic Engineer

 RCS:ba



11-24-69

Marty

Were signs for only 1 Dr  
installed?

other direction  
existing TV.

Dick

ed herein with reference to bot  
ght and reflector devices requi  
as practicable, in such manner  
obscured by mud or dust thrown

reflector upon any vehicle refe  
be of such size and characteris  
lily visible at nighttime from  
feet from the vehicle when direc  
of head lamps. Reflectors requi  
of the vehicle shall reflect the  
les and those mounted on the rear  
rear.

and rear clearance lamps shall  
guished under normal atmospheric  
are required, at a distance of  
respectively, of the vehicle.

arker lamps shall be capable of  
ormal atmospheric conditions, a  
at a distance of 500 feet from  
they are mounted.

ights shall be actuated upon app  
ll be capable of being seen and  
feet to the rear of the vehicle  
~~daylight but shall not~~



CITY OF PORTLAND  
OREGON

November 19, 1969

Robert A. Campbell, M.D.  
Associate Professor of Pediatrics  
University of Oregon Medical School  
3181 S. W. Sam Jackson Park Road  
Portland, Oregon

Dear Dr. Campbell:

Thank you for your letter of November 7, 1969, bringing to our attention what you feel is a lack of adequate signing at approximately 1341 S. W. Broadway Drive.

I am asking Mr. Don Bergstrom, Traffic Engineer to forward his report and recommendation back to this office.

Very truly yours,

*Terry D. Schunk*  
MAYOR

TDS. T. m

cc: Don Bergstrom

RECEIVED

NOV 21 1969  
BUREAU OF  
TRAFFIC ENGINEERING

COPY



University of Oregon Medical School

November 7, 1969



DEPARTMENT OF PEDIATRICS

The Honorable Terry Schrunk  
Mayor of Portland  
City Hall  
Portland, Oregon

Sir:

Recently my son was involved in an automobile accident on S.W. Broadway Drive; his car was struck by that of another young man coming down Broadway Drive in the rain. The accident occurred at what has become to me a famous accident-causing turn. This is above La Villa apartments and below the house numbered 1341. It is almost a 90° turn and is very hazardous. Indeed, a physician friend of mine was driving me to the airport last Winter and with great caution nevertheless spun completely out of control and ended up going backwards in the oncoming lane. In addition, a young medical student and his wife, after visiting our home, went down Broadway Drive and had an accident at the same corner about a year and a half ago. Since I have driven this road for almost nine years, I have seen many, many accidents at this curve.

When my son turned in his traffic report to the Police Department concerning the accident, we both investigated the region and found there was no appropriate posting for the downhill driver to acquaint him with the fact that this was, indeed, a very dangerous curve. There is an arrow another hundred or two hundred feet above the straightaway leading to a preliminary curve which has the arrow but the unfamiliar driver on this downhill, easterly directed straightaway leading to the very bad curve has no idea what he is getting into -- there is no posting.

May I suggest that a sign, not just an arrow but a sign stating 'Dangerous Curve' might help reduce the number of accidents. Moreover, it might be well to have the engineers see if they have any tricks to improve the negotiability of this curve.

Sincerely,

*[Signature]*  
Robert A. Campbell, M.D.  
Associate Professor of Pediatrics

**RECEIVED**

NOV 12 1969

BUREAU OF TRAFFIC ENGINEERING

cc: Traffic Safety Commission  
Traffic Engineer

ack. P.C.

11/13/69

Compl. 39146  
W.O. 95268) SW Broadway Dr.  
11/18/69 - Neely - to install Curve  
Warning and 15-Mi pider



*Traffic Eng.*

August 1, 1969

**TO THE COUNCIL:**

Your Commissioner of Public Works returns herewith Calendar No. 2843 for 1969, being a petition of area residents requesting installation of a traffic light on S. W. Broadway Drive and Hoffman Street.

Also transmitted herewith is report of the Traffic Engineer thereon.

Your Commissioner

**RECOMMENDS**

that the report of the Traffic Engineer be read and that the document be placed on file.

Respectfully submitted,

Commissioner of Public Works

B:dl



July 23, 1969

Traffic Engineering

Public Works

Commissioner William A. Bowes

C.C. 2843 - A petition of area residents requesting  
installation of a traffic light on S.W.  
Broadway Drive and Hoffman Street

Dear Commissioner Bowes:

We are returning Council Calendar 2843, a petition requesting  
installation of a traffic light on S.W. Broadway Drive and  
Hoffman Street.

We have begun the revision of signalization at the above  
mentioned intersection; however, the lack of funds has  
delayed the project.

The revision consists of an additional detector for uphill  
traffic approximately 170 feet downhill from the present  
detector. This will provide an additional four seconds  
clearance for vehicles coming out of Hoffman to clear the  
intersection before a vehicle traveling at 30 m.p.h. uphill  
would reach the intersection.

We will also replace the uphill and downhill signal heads  
on Broadway Drive with two signal sections. The signals  
will be connected so that when the signal for Hoffman shows  
continuous Red the signal for Broadway will show Flashing  
Yellow, and when the Hoffman signal shows Flashing Red the  
signal for Broadway will have a Flashing Red indication.  
This will provide protection for the vehicle exiting from  
Hoffman should the detectors fail to pick up an approach-  
ing vehicle on S.W. Broadway Drive.

In addition, there will be a combination signal and illum-  
inated cabinet for uphill traffic prior to the signals at  
Hoffman. This indication will be Flashing Yellow when the



**BUREAU OF TRAFFIC ENGINEERING  
INTRA-OFFICE ROUTE SLIP**

FROM: DEB

DATE 7/23/69

TO:

☐ Staff  
☐ Ahern  
☐ Barbur & Parks  
☐ Bergstrom  
☐ Burnett  
☐ Davis  
☐ Emery  
☐ Farrens  
☐ Franklin  
☐ Hood  
☐ James  
☐ Kemp  
☐ Kriger  
☐ Magin  
☐ Martini  
☐ Neely  
☐ Nolen  
☐ Nolf  
☐ Parks, Dale  
☐ Shields  
☐ Sickler  
☐ Simmons  
☒ Speer  
☐ Stockmann  
☐ Wetmore  
☐ Wilson

☐ CIRCULATE

☐ INITIAL

☐ FILE

☐ FOR YOUR APPROVAL

☐ FOR YOUR INFORMATION

☐ ORDER

☐ PREPARE ANSWER

☐ RETURN ATTACHED ITEM

☐ TO \_\_\_\_\_

☒ SEE ME

☐ INVESTIGATE & REPORT

☐ PLEASE PROCESS

C.C. 2843 - concerning

changes at Broadway Dr. &

Hoffman

If veh. activate sigs.  
 on Bkwy, Dr. F.R. will go  
 off & F.Y. come on.  
 The F.R. for Bkwy, Dr.  
 is only for a small  
 Traffic Safety Comm.  
 car that doesn't  
 activate the detector.  
 The manual calls for a solid  
 Y before F.R. but drivers won't

☐ Meter Maids



—  $F_2 X_2$  —  
—  $Y$  —

—  $F.R.$  —

---

be in position to see this  
so it isn't necessary in this  
case.

PLS



JKW thinks this  
work will be complete  
within the next month

Commissioner William A. Bowes

July 23, 1969

-2-

Broadway signals are flashing red and the cabinet legend will read "Stop Ahead when Light Flashes".

The above revisions will provide the maximum protection for vehicles exiting from Hoffman which can be justified by present usage.

We estimate this work will be completed within one month.

Respectfully submitted,

D. E. BERGSTROM  
Traffic Engineer

DEB:ba

Encls.

cc: M. Martini  
J. Wilson



To: Hon. Ray Smith  
Auditor, City of Portland  
City Hall

WHEREAS we the undersigned frequently use the intersection of S. W. Broadway and S. W. Hoffman Streets and WHEREAS we do consider it to be a dangerous intersection in view of the accidents occurring at that location within the past few years, which situation we do expect to increase in danger with the addition of many new residences in the area, we do feel that appropriate action should be taken by the proper authorities to install a proper stop light on Broadway Drive or other such action as might be effective.

THEREFORE the undersigned do petition your honorable body to take immediate action to eliminate this dangerous situation.

RECEIVED

NAME

ADDRESS

JUL 11 1969

BUREAU OF  
TRAFFIC ENGINEERING

Mrs. Raymond A. Carr

806 SW Davenport

Miss Carol R. Carter

925 S. W. Canning

Barbie M. Duffend

811 S.W. Davenport St.

Alma S. Duffend

" " " "

Alan S. Duffend

2650 SW Chelmsford

Mrs. Alan L. Duffend

" " "

Walter J. Rook

2630 S.W. Chelmsford

Ruth E. Rook

" " "

Janett L. Jones

2635 SW Buckingham

Jan S. Jones

" " "

David Jones

2370 S.W. Chelmsford Ave

H.C. Richard

2408 S.W. Chelmsford

Del Jensen

2370 S.W. Chelmsford Ave

Lachyn J. Richard

2408 S.W. Chelmsford Ave

Compl. 32515 - SW Broadway Dr.  
7/23/69 - Ret. C.C. 2843 to W.A.B.



RECEIVED

JUL 1 8 42 AM 1969

RAY SMITH, AUDITOR  
CITY OF PORTLAND, ORE.

BY sk

806 S. W. Davenport  
Portland, Oregon

City Council  
Room 202  
City Hall  
Portland, Oregon 97204

Gentlemen:-

I submit herewith for your consideration a petition to install a proper stop light, one that will offer legal protection for a car entering Broadway Drive from Hoffman Street. There are some 126 names of registered voters who are constant users of this intersection affixed to the petition. In addition there are five other signatures of persons involved in accidents at this intersection, in which the insurance company did not pay because of the fact that from Hoffman a driver must enter on a flashing amber light, thus placing the liability for caution on the Hoffman driver, when it is physically impossible for him to see around the corner.

I hope that this dangerous and inequitable situation can be remedied in the near future.

Very truly yours,

*Mrs. Raymond A. Case, Jr.*

Mrs. Raymond A. Case, Jr.  
806 S. W. Davenport  
Portland, Oregon



2843

A petition of area residents requesting  
installation of a traffic light on S. W.  
Broadway Drive and Hoffman Street.

THURSDAY

JUL 10 1969  
REFERRED TO PUBLIC WORKS

THE COMMISSIONERS VOTED AS FOLLOWS		
	Y. AS	NAYS
BOWES		
EARL		
GRAYSON		
IVANC.E		
SCHRUNK		

JUL 1 1969

Filed

RAY SMITH

Auditor of the CITY OF PORTLAND

By

*[Signature]*  
Deputy



## COLLISION DIAGRAM

**LEGEND**

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

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

PRESSURE PAD

COLLISION TYPE	1966				1967															
	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end							1	1												
Sideswipe																				
Turning Movement		2	1	3		1		1												
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL		2	1	3.		1	1	2												



## COLLISION DIAGRAM

LOCATION S.W. Broadway & Hoffman Ave COMPILED BY Shields  
PERIOD COVERED 1-1-68 TO 12-31-68 DATE 7-17-69.



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

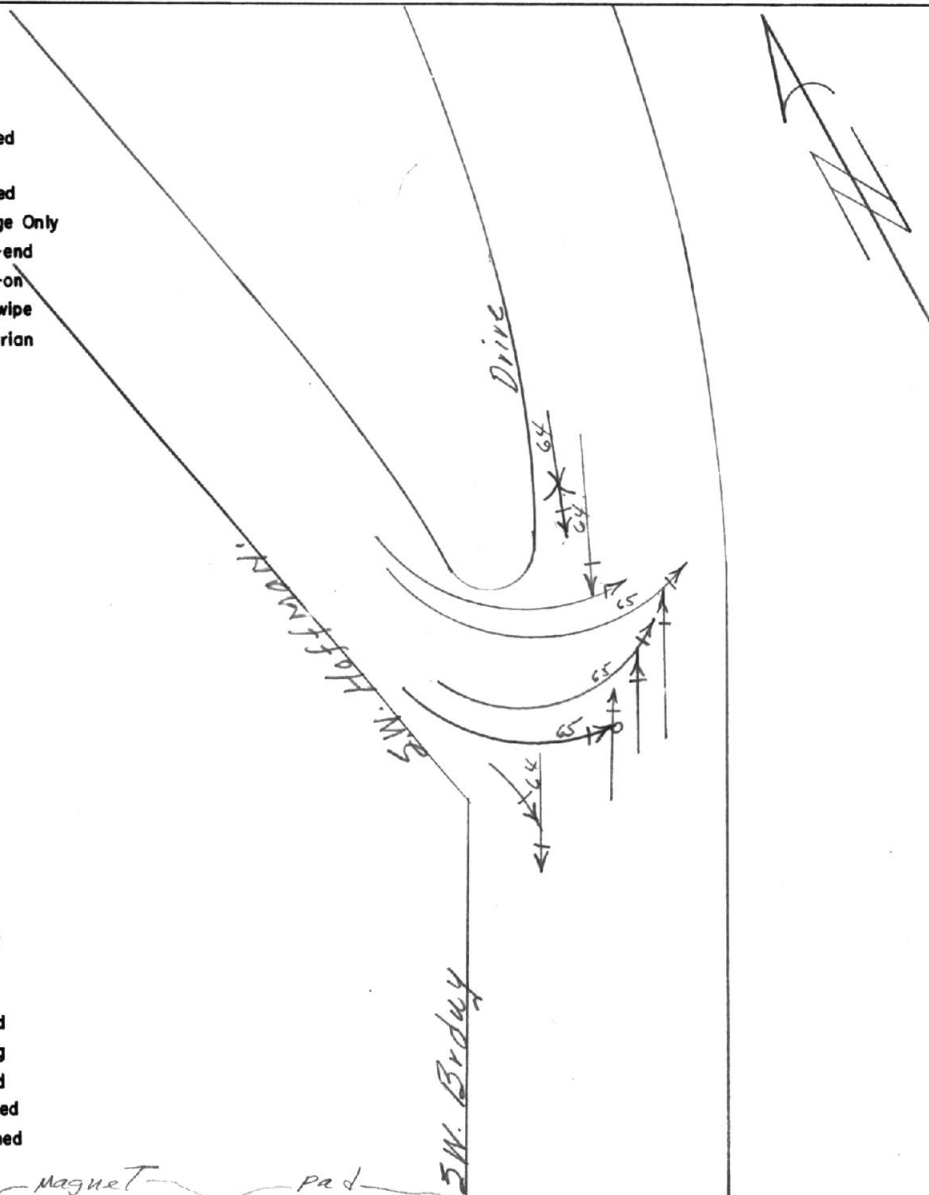
[illegible]



## COLLISION DIAGRAM

**LEGEND**

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



COLLISION TYPE	1964				1965															
	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end																				
Sideswipe																				
Turning Movement			2			1	2	3												
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing			1																	
Misc.																				
TOTAL			3.					3												



DEPARTMENT OF  
PUBLIC AFFAIRS



Francis J. Ivancie  
COMMISSIONER

CITY OF PORTLAND  
OREGON

June 12, 1969

Mr. Ben Freedman, President  
Industrial Leasing Corporation  
2300 SW Sixth Avenue  
Portland, Oregon 97201

Dear Mr. Freedman:

In response to your letter of April 18, 1969, I requested reports from the Bureau of Parks and Bureau of Traffic Engineering concerning your request to use a parcel of land owned by the City of Portland bounded by SW Grant, Broadway Drive, and Broadway Street for a parking lot. This property is a city park that was acquired from the State Highway Department with the understanding that it would be landscaped by the city. The Bureau of Parks has prepared a landscaping plan and is prepared to make such improvements as funds become available.

In view of the agreement by which the property was acquired and the plans for future development by the city, I must decline your offer to develop this property for a parking lot.

Yours truly,

*Francis J. Ivancie*  
COMMISSIONER OF PUBLIC AFFAIRS

FJI:1

cc: Ray Smith  
Don Bergstrom ✓  
Harry Buckley

RECEIVED

JUN 12 1969

BUREAU OF  
TRAFFIC ENGINEERING

CITY OF PORTLAND  
**INTER-OFFICE CORRESPONDENCE**

(NOT FOR MAILING)

June 6, 1969

*From* Bureau of Parks  
*To* Department of Public Affairs  
*Addressed to* Commissioner Francis J. Ivancie  
*Subject* Park property at S.W. Broadway Drive and S.W. Caruthers Street

Dear Commissioner Ivancie:

Returned herewith is the letter from Traffic Engineer D. E. Bergstrom together with attachments relative to the request of Ben Freedman, President of Industrial Leasing Company for the use of certain property at S.W. Broadway Drive and S.W. Caruthers Street for vehicular parking.

The Park Bureau has been attempting to accomplish the development of this tract for over two years but funds have never been made available. Copies of previous correspondence with your office are attached. The landscape plan dated July 12, 1967 is transmitted herewith and indicated on the plan and marked by a green line is the actual park property involved. The remainder of the proposed area to be planted is in street area.

The Park Bureau continues to recommend the landscaping of the area and believes that the public interest would not be served by permitting a conversion of this area to a public vehicular parking area.

Very truly yours,

Superintendent of Parks

HBB:a

cc - Hall

Thoreson

Staley

✓ Bergstrom

**RECEIVED**

JUN 6 1969

BUREAU OF  
TRAFFIC ENGINEERING

May 15, 1969

Traffic Engineering

Office of Public Affairs

Commissioner Francis J. Ivancie

Use of land bounded by S.W. Broadway Drive, S.W. Grant,  
and S.W. Broadway

Dear Commissioner Ivancie:

We have investigated the triangle of property bounded by S.W. Grant, S.W. Broadway and S.W. Broadway Drive for possible parking.

This property is actually City park and the agreement with the Highway Department called for it to be re-landscaped by the City. It is our understanding that the Park Bureau is now preparing plans for re-landscaping.

I would recommend against this property being made available for private off-street parking.

We are returning the request from Ben Freedman, President of Industrial Leasing Corporation.

Respectfully submitted,

D. E. BERGSTROM  
Traffic Engineer



DEB:ba  
2 Encls.



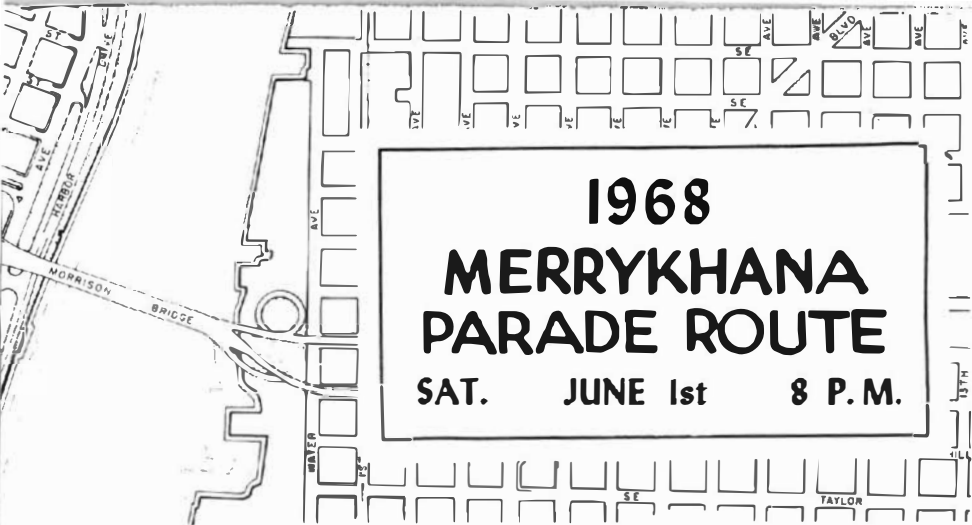
Don

According to C.E. (Sims)

this property is listed as

Park Bureau ownership

Dirk









from:

**FRANCIS J. IVANCIE**

COMMISSIONER OF PUBLIC AFFAIRS

211 City Hall

Portland, Oregon 97204

Date May 5, 1969

To: Don Bergstrom, Traffic Engineer

Approval

Necessary Action

Prepare Ordinance

For Your Information

Investigate and Report

Please Answer

Release to Press

Commissioner's Signature

XXX Note and Comment

Note and Confer

Note and File

Note and Return

Comments: Communication from Ben Freedman, President, Industrial Leasing Corporation,

concerning certain areas of land the Corporation would like to develop into parking area.

The Art Commission is concerned about the future of islands at the foot of Broadway

Drive, also. (Please return file.)

RECEIVED

FJI

1

MAY 6 1969

BUREAU OF  
TRAFFIC ENGINEERING





# INDUSTRIAL LEASING CORPORATION

RECEIVED

APR 18 1969  
2300 S.W. SIXTH AVENUE • PORTLAND, OREGON 97201

TELEPHONE 503 • 239-2111  
OFFICE OF COMMISSIONER  
OF PUBLIC AFFAIRS

April 18, 1969

COMM.	
ASST.	
SEC.	
STENO.	

The Honorable Francis J. Ivancie  
City Commissioner  
City of Portland  
City Hall  
Portland, Oregon

Dear Mr. Ivancie:

Pursuant to our telephone conversation on Wednesday, enclosed herewith you will please find a plat indicating in red the parcel of land bounded by S. W. Grant, S. W. Broadway Drive and S. W. Broadway Streets which we would like very much to have for development into beautifully landscaped parking area.

We are just completing an office structure; that area indicated by green shading bounded by S. W. Sixth and S. W. Sherman Streets. Additional parking availability would be very helpful to us and to our tenants.

No doubt conversion of the Grant Street property to parking would effect substantial savings for the city through elimination of maintenance requirements and other custodial duties. A parking facility would substantially reduce the possibility of improper use of park facilities which have been a problem in this general area.

We would be most happy to meet with you at your convenience to discuss this matter and would greatly appreciate your personal attention and assistance.

Thank you very kindly.

Yours very truly,

INDUSTRIAL LEASING CORPORATION

*Ben Freeman*  
BEN FREEMAN, President

RECEIVED

MAY 6 1969

BUREAU OF  
TRAFFIC ENGINEERING

BP:jmr  
Encl.

*The Northwest's oldest diversified equipment lease*



38  
A R U T H V E

S.W.

LINCOLN

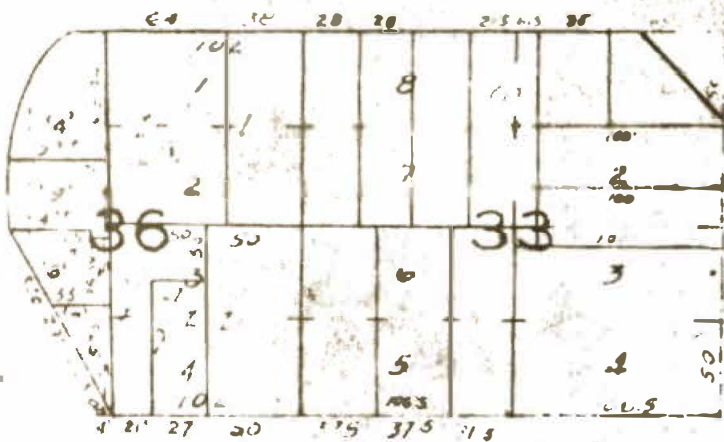
S.W. BROADWAY  
DRIVE

S.W. BROADWAY

6TH AVE.

S.W.

GRANT



S.W.

SW

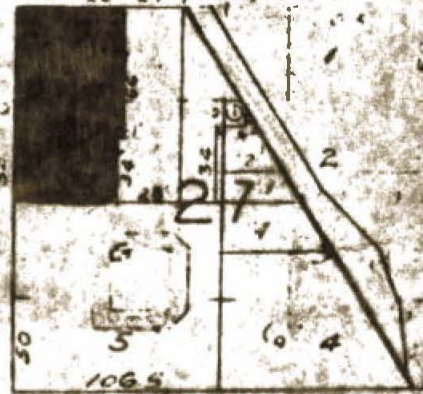
28

SHERMAN

S.W. BROADWAY

S.W.

CARUTHERS





May 27, 1969

Traffic Engineering

Office of Public Affairs

Commissioner Francis J. Ivancie


Injury and Property Damage Claim - Jolie J. Martin  
S.W. Broadway Drive and Hoffman Street

Dear Commissioner Ivancie:

As requested by the City Attorney, enclosed is our report concerning the Flashing Beacon at S.W. Broadway Drive and Hoffman Street.

Respectfully submitted,

D. E. BERGSTROM  
Traffic Engineer

 DEB:ba

Encl. (in triplicate)

## Injury and Property Damage Claim

Jolie J. Martin-Claimant

Location: S.W. Broadway Drive and Hoffman Street

The Flashing Beacon in question at S.W. Broadway Drive and Hoffman Street was installed in December, 1958, as an aid to drivers entering Broadway Drive from Hoffman.

The beacon operation is normally flashing red for Hoffman and flashing yellow for Broadway Drive. When a vehicle runs over the vehicle detector on Broadway Drive the beacon for Hoffman changes to solid red.

The original installation utilized magnetic detectors for traffic sensing, and electro-pneumatic time delay relay for interval timing.

These controls were giving us continual difficulties in trying to keep them properly adjusted since an over-sensitivity on the magnetic detectors would result in false actuations produced by vehicles passing in the opposing direction and an under-sensitivity would miss motorcycles and many small cars, particularly those with fiberglass bodies. Also, the electro-pneumatic time delay relay seemed to be affected by changing temperatures, and atmospheric conditions.

The magnetic detectors were replaced by pressure detectors on November 13, 1964. The pressure detector is the most reliable type of sensing device since it relies strictly on the weight of a vehicle crossing over it. It is conceivable, however, that an extremely light vehicle passing over the detector at a high rate of speed could possibly fail to close the controls sufficiently to produce an actuation on the time delay relay.

On September 24, 1965, the electro-pneumatic time delay relay was replaced with solid state timing device.




Claimant - Jolie J. Martin  
Page 2.

From this it is obvious that it would be impossible to make this beacon "fail safe" and it is for that reason that the beacon is flashing red for Hoffman rather than green and puts the responsibility for entering the intersection on the motorist just as if he was stopped for a Stop sign.

As stated before, this was installed as an aid and not a control for the motorist and I therefore recommend that this claim be denied.

We do have Work Orders out for revising this beacon which will help make the movement from Hoffman more protected than it is at present but still not "fail safe" so the flashing red operation will still be retained.

D. E. BERGSTROM  
Traffic Engineer

  
JKW:ba

Bureau of Traffic Engineering  
May 27, 1969

BUREAU OF TRAFFIC ENGINEERING  
INTRA-OFFICE ROUTE SLIP

FROM:

Dick

DATE

5-21-69

TO:

Staff

Ahern

Barbur & Parks

☒ Bergstrom

☒ Burnett

Davis

Emery

Farrens

Franklin

Hood

James

Kemp

Kruger

Magin

Martini

Neely

Nolen

Nolf

Parks, Dale

Shields

Sickler

Simmons

Speer

Stockmann

Wetmore

☒ Wilson

CIRCULATE

INITIAL

FILE

☒ FOR YOUR APPROVAL

☒ FOR YOUR INFORMATION

ORDER

PREPARE ANSWER

RETURN ATTACHED ITEM

TO

SEE ME

☒ INVESTIGATE & REPORT

PLEASE PROCESS

Traffic Safety Comm.

Meter Maids



TROUBLE REPORT FOR INTERSECTION AT SW BROADWAY D AND HOFFMAN  
FROM JAN 1,1969 TO APR 30,1969...

1/ 6	1220	RELAMP RED
4/14	0	RELAMP ALL VEHICLE SIGNALS

MCDOWELL	
MCDOWELL	ODONNEL

END OF LISTING

from:

**FRANCIS J. IVANCIE**

COMMISSIONER OF PUBLIC AFFAIRS

211 City Hall

Portland, Oregon 97204

Date May 20, 1969

To: Don Bergstrom

Approval

Necessary Action

Prepare Ordinance

For Your Information

~~XXX~~ Investigate and Report

Please Answer

Release to Press

Commissioner's Signature

Note and Comment

Note and Confer

Note and File

Note and Return

Comments: Claim of Jolie J. Martin.

**RECEIVED**

MAY 20 1969

*PA*  
**BUREAU OF  
TRAFFIC ENGINEERING**



From the

OFFICE OF CITY ATTORNEY

To COMMISSIONER IVANCIE

Bur. of Traffic Engineering

COMM.	
ASST.	
SEC.	
STENO.	

Date May 19, 1969

RECEIVED

MAY 19 1969

- ☒ Please obtain report and return to this office. OFFICE OF COMMISSIONER  
OF PUBLIC AFFAIRS
- ☐ Referred for your information and files.
- ☐ Referred for your information. Please return.
- ☐ Please return with additional information as noted below.
- ☐ Ordinance or resolution transmitted herewith as you requested,  
for filing with the Council. File returned.

NOTE: Transmitted herewith the claim of Jolie J. Martin for damage  
to car caused by faulty traffic warning signal. Please obtain  
report and send to this office.

Walter H. Palmberg





MAIL COMPLETED FORMS TO:  
RAY SMITH, CITY AUDITOR  
CITY HALL, ROOM 202  
PORTLAND, OREGON 97204

RECEIVED

MAY 16

11 AM 1969

RAY SMITH  
CITY OF PORTLAND, OREGON  
BY *[Signature]* CITY AUDITOR

### INJURY AND PROPERTY DAMAGE CLAIM

1. CLAIMANT'S NAME MARTIN JOLIE J. AGE 28  
(Last) (First) (Initial)  
2. ADDRESS 2520 S.W. BUCKINGHAM, PORTLAND, ORE., 97201  
(No. and Street) (City) (State) (Zip)  
3. TELEPHONE 227-0148 OCCUPATION HOUSEWIFE  
(Home) (Business)  
4. EMPLOYER'S NAME AND ADDRESS \_\_\_\_\_

5. MARITAL STATUS: Single ( ) Married (☒) Divorced or widowed ( )

If married, name of spouse JOHN L. MARTIN

Address of spouse if different from claimant's \_\_\_\_\_

6. NATURE OF CLAIM (Mark One)

( ) Injury to yourself and damage to your property

( ) Injury to yourself

(☒) Damage to your property

7. AMOUNT OF CLAIM:

Property damage

\$46.50 (estimate enclosed)

Personal injury \_\_\_\_\_

TOTAL \_\_\_\_\_

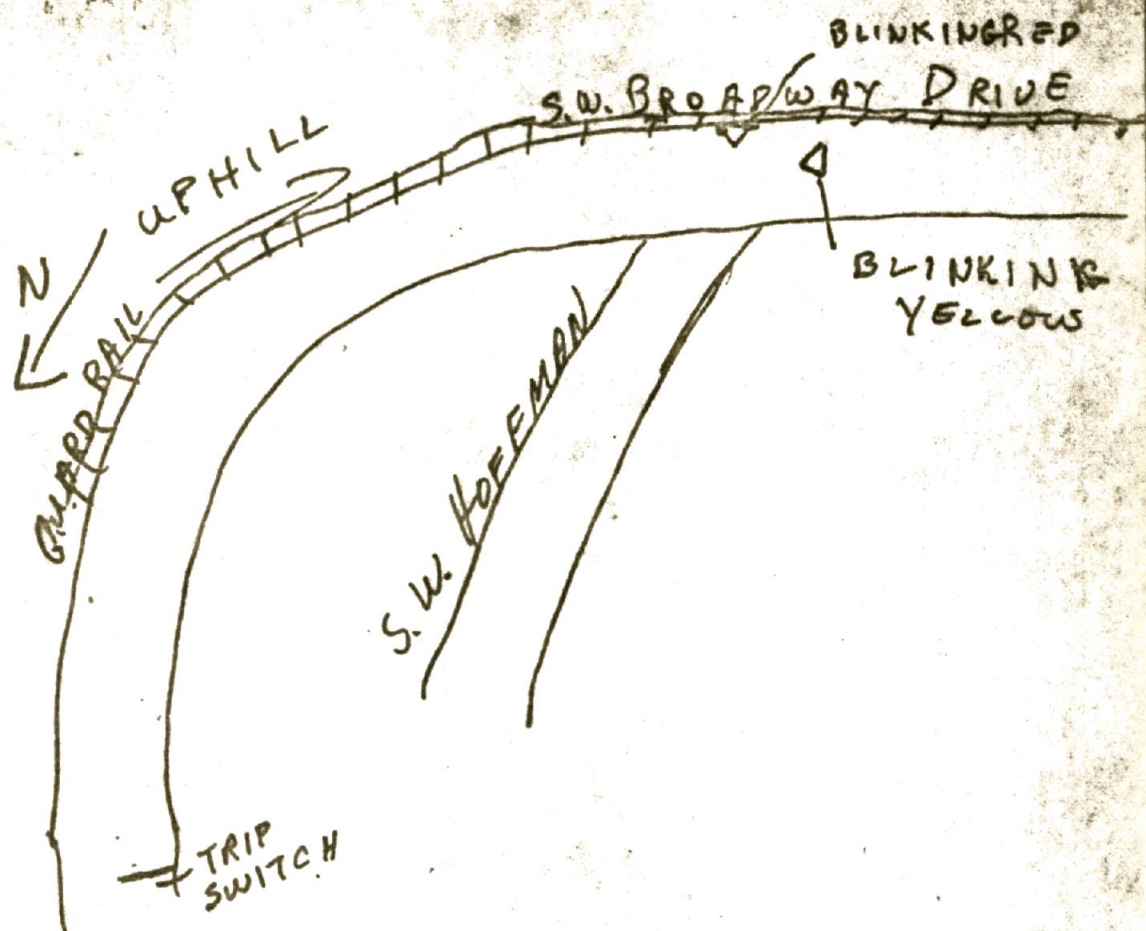
8. ACCIDENT DATE AND APPROXIMATE TIME APR. 16, 1969, APPROX. 7:30P.

9. LOCATION OF ACCIDENT S.W. BROADWAY DRIVE AT  
INTERSECTION WITH HOFFMAN

10. CAN YOU CLAIM AGAINST ANY THIRD PARTY, BUSINESS OR INSURANCE COMPANY?

YES IF SO, GIVE THEIR NAME AND ADDRESS NORTHWEST INSURANCE  
CLAIM WAS MADE & DENIED.





at the time in question, it was already dark and though it was no longer raining, the road was somewhat wet. I was driving a 1958 Chevrolet Biscayne belonging to my father-in-law, Samuel H. Martin. Proceeding south on Hoffman, I intended to turn left onto Broadway Dr.



The red light (which becomes solid when activated by a trip switch on Bdwy. Dr.) was blinking when I stopped at the intersection, indicating that no cars were coming. The intersection is blind in both directions, but I looked as best I could, including a glance at the guard rail to see if any approaching headlights were reflected there. As the light continued to blink, and there was no sign of oncoming traffic, I entered the intersection. When I was well into the intersection, an

Austin - Healy Sprite came very fast up the ~~hill~~ hill to my left and as he was speeding, he was unable to stop and hit the left rear fender of my car solidly. The other driver said he did go



over the trip switch as there had been oncoming traffic, but the light did not cease blinking until other cars came by several minutes after the collision. Unable to understand this, we called the traffic engineer's office and were told that frequently small cars or motorcycles going about 35 m.p.h. or more would not activate the switch.

I make this claim against the city, therefore, due to the malfunctioning switch, as verified by the traffic engineer, which was the cause of the accident.

Jolie J. Martin







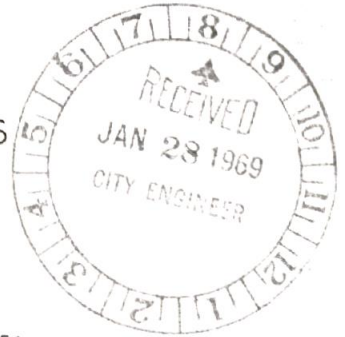
BEAR, MCNEIL, BLOODWORTH & HAWES  
ARCHITECTS

PETERSON & SMITH, ASSOCIATE ARCHITECTS

WYMAN K. BEAR, A.I.A.  
HAROLD C. MCNEIL, A.I.A.  
ROBERT L. BLOODWORTH, A.I.A.

RICHARD Z. HAWES, A.I.A.  
WILLIAM D. PETERSON, A.I.A.  
RAYMOND S. SMITH, A.I.A.

5502 N. E. GLISAN STREET • PORTLAND, OREGON 97213 • PHONE 235-6651



January 24, 1969

William A. Bowes  
Commissioner, Department of  
Public Works  
City Hall  
Portland, Oregon 97204

*Paula  
Bergstrom*  
*B*

Dear Bill:

I would like to report a dangerous condition on S. W. Broadway Drive. This is on a curve and there is some natural water drainage that flows across the street. During this freezing weather there is ice on the curve. Twice I have almost slid into the on-coming traffic, and once I saw a near head-on collision. This morning, a pick-up truck did not make the curve and slid into the opposite bank. This curve occurs at the address of 1445 S. W. Broadway Drive.

It has been sometime since I have seen you. I wish you well, and success in your new re-election.

*Comp #37731 - S.W. Broadway  
1-31-69 Martini  
Area will be sanded*

Very truly yours

*Wyman K. Bear*  
Wyman K. Bear

*This matter was referred to Ray Cruden by Tom Turner since it is a design problem which was caused by new construction in the area. In the interim they keep it well sanded.*

OFFICE OF THE CITY ENG.		
NO.	SUBJECT	
	S.W. Broadway Dr.	
FOR ATTN. OF:	RECEIVED	DATE
W.T.M.		
<i>De 13c</i>		
SENT TO FILES BY		DATE

**RECEIVED**

JAN 30 1969

**BUREAU OF  
TRAFFIC ENGINEERING**

*S.W. Broadway.*

December 26, 1968

Traffic Engineering

Public Works

Commissioner William A. Bowes

Traffic Conditions - S.W. Broadway Drive

Dear Commissioner Bowes:

I am returning a letter dated November 27th addressed to you from George Van Hoomissen, District Attorney concerning traffic conditions on S.W. Broadway Drive.

We have investigated the conditions referred to by Mr. Van Hoomissen. Work Orders have been written to prohibit parking on the north side of Broadway Drive to provide approximately 100 feet of sight clearance for east and westbound traffic.

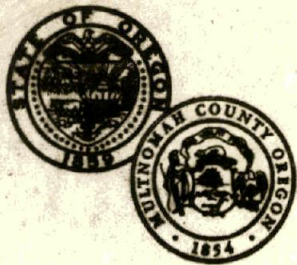
The parking prohibition will provide adequate visibility and we do not feel the Flasher is needed at this time.

Respectfully submitted,

D. E. BERGSTROM  
Traffic Engineer

*DEB*  
DEB:ba  
Encl.





GEORGE VAN HOOMISSEN  
DISTRICT ATTORNEY FOR MULTNOMAH COUNTY

CHIEF CIVIL DEPUTY  
WILLIS A. WEST

CHIEF CRIMINAL DEPUTY  
DESMOND D. CONNALL

CHIEF DOMESTIC  
RELATIONS DEPUTY  
HAROLD J. BLANK

DEPUTIES • JACOB B. TANZER • CHARLES S. EVANS • HAROLD C. HART • THOMAS D. O'DELL • RICHARD J. KNAPP  
• RICHARD A. SLY • WILLIAM L. RICHARDSON • RICHARD D. ROBERTS • BRIAN L. WELCH • RICHARD L. BARTON  
• ROBERT A. LUCAS • BILL L. WILLIAMSON • WILLIAM C. SHOUFFER • RICHARD MAIZELS • J. BRADFORD SHILEY, JR.  
• JAMES T. MARQUIT • W. MICHAEL GILLETTE • O. DANIEL DEARBORN, JR. • CHARLES M. KOKES • DAVID S. SHANNON  
INVESTIGATORS • NORMAN D. BROWN • PAUL W. HINKLEY • RALPH S. KENNEDY • NORMAN ROSENBLUM  
• PATRICK D. BEITEY • LOU L. WILLIAMS

600 COUNTY COURT HOUSE • PORTLAND, OREGON 97204 • TELEPHONE (503) 227-2411

November 27, 1968

Honorable William Bowes  
City Commissioner, City of Portland  
City Hall  
Portland, Oregon 97204

Dear Commissioner Bowes:

I have been meaning for several months to write you about a traffic hazard in the vicinity of approximately 900 S. W. Broadway Drive.

Recently a large apartment complex known as the LaVilla Apartments was constructed in this area. Despite the fact that S. W. Broadway Drive is a narrow two-lane road with no shoulder on either side, no special provisions were made during construction for the increased traffic which the multi-unit project would automatically generate.

On normal occasions this is a dangerous intersection which should have, at a minimum, a blinking yellow light to warn oncoming traffic that motorists may be seeking to leave or enter the apartment complex.

Last weekend the potential danger became more apparent when 40-50 automobiles were found parked alongside S. W. Broadway Drive by persons apparently visiting the tenants of the various apartments. Since there is no adequate shoulder for parking, many of these automobiles were parked on S. W. Broadway Drive, creating a serious traffic hazard.

RECEIVED

I respectfully suggest that you have this matter investigated. I believe that appropriate traffic warning lights and signs should be installed and suggest that you consider prohibiting parking alongside the shoulder near the entrance to the apartment complex.

DEC 2 1968  
BUREAU OF  
TRAFFIC ENGINEERING

GVH:da

Very truly yours,

GEORGE VAN HOOMISSEN  
District Attorney

Installed "NPAT" on the N/S of Broadway Dr.  
City of Commercial.

*Burgston:  
I believe George  
is right.  
What can you  
do?  
WAB*

*BAD Situation, Bill!*

*Compl. 37395-  
SW Broadway  
N/O # 93818  
Joff 1-11-69*



*Sw Broadway*

October 10, 1968

James E. Peag  
2919 S. E. Woodward St.  
Portland, Oregon

Municipal Court  
209 S. W. Oak Street  
Portland 4, Oregon

Dear Sir:

Unfortunately, I am a busy student at Portland State and cannot enter court with this ticket; however, there are some things about the place in which I parked which should be mentioned even though in all probability they will not be heard. First, this spot appears to be a parking spot, there is a definite break in the concrete road siding which opens a space for two parking spaces. Also, every day for the past week, cars have been parked here. The sign which says "no parking this block" is slightly obscured by branches and does not indicate that "this block" includes the spot in which I parked. I suggest that if I may not have due process of the law, perhaps in the future others who park here will be equally penalized, and in that respect, I may at least have equal protection of the law.

Respectfully,

*James E. Peag*

James E. Peag

RECEIVED

*PA* OCT 14 1968

BUREAU OF  
TRAFFIC ENGINEERING

*Compl #37144  
2919 Broadway  
10-17-68 Nof  
No Action*



BM B228644064 MUNICIPAL COURT

ST.	LIC.	TAG #	VIOL. CODE	DATE	OFF. NO.

CITY OF PORTLAND-DEPARTMENT OF PUBLIC SAFETY  
TRAFFIC ORD. No. 75607 APPEARS TO HAVE BEEN  
VIOLATED BY PARKING AS CHECKED.

D908969

PLACE	L. Bundy DR N GRANT	STATE	Mississippi	LIC. NO.	TB 2799
-------	---------------------	-------	-------------	----------	---------

DATE	10-9-68
TIME	12:52 PM

<i>Ticket paid</i>		
OVERTIME LIMIT	ANGLE PARK	TR & TRL PROH AREA
OVER SPACE LINE	ON SIDE-CR. WALK	DOUBLE PARKING
OVER FT. FROM CURB	BLKING. DRIVEWAY	NO PARK ANYTIME
LIEU OF GARAGE	WRONG SIDE ST.	DURING PROHIBITED TIME
LDG-METER LDG-BUS-TAXI ZN	10 FT. FIRE HYDRANT	TOW AWAY ZONE

COURT APPEARANCE MAY BE WAIVED BY PAYING FINE (SEE SCHEDULE ON BACK) WITHIN 7 DAYS. IF FINE IS NOT PAID OR BAIL POSTED FOR COURT APPEARANCE WITHIN 7 DAYS A WARRANT WILL BE ISSUED FOR THE ARREST OF REGISTERED OWNER AND THE VEHICLE MAY BE PLACED ON THE PICK-UP LIST.

SEND PAYMENT TO  
  
**MUNICIPAL COURT**  
209 S. W. OAK ST.  
PORTLAND 4, OREGON

WHEN MAILING FINE ENCLOSE CITATION OR GIVE LICENSE NUMBER

OFFICER/METER MAID	<i>Kuhlman</i>	NO.	512
--------------------	----------------	-----	-----

FINE DOUBLES AFTER SEVEN DAYS

**FINE SCHEDULE** if paid within seven days. Bail is required if court appearance requested for trial. **FINE DOUBLES** if not paid within seven days after issuance of tag.

<b>Over Time Limit</b>	<b>\$1.00</b>	<b>Wrong Side St.</b>	<b>\$2.00</b>
<b>Over Space Line</b>	<b>1.00</b>	<b>In Loading Zone</b>	<b>2.00</b>
<b>1 Ft. from Curb</b>	<b>1.00</b>	<b>Meter Load. Zone</b>	<b>2.00</b>
<b>In Lieu of Garage</b>	<b>1.00</b>	<b>In Bus Zone</b>	<b>2.00</b>
<b>Hotel Zone</b>	<b>1.00</b>	<b>In Taxi Zone</b>	<b>2.00</b>
		<b>10 Ft. Fire Hydrant</b>	<b>2.00</b>
		<b>Blocking Driveway</b>	<b>2.00</b>
<b>In Emergency Zone</b>	<b>\$5.00</b>	<b>Angle Parking</b>	<b>2.00</b>
<b>Official Zone</b>	<b>5.00</b>	<b>Over Crosswalk</b>	<b>2.00</b>
<b>Lvg. Keys in Car</b>	<b>5.00</b>	<b>Over Sidewalk</b>	<b>2.00</b>
<b>Lvg. Motor Run.</b>	<b>5.00</b>	<b>Mail Zone</b>	<b>2.00</b>
<b>Imp. Secured Veh.</b>	<b>5.00</b>	<b>For Hire Zone</b>	<b>2.00</b>
<b>Theatre Zone</b>	<b>5.00</b>	<b>Bank Zone</b>	<b>2.00</b>
<b>School Zone</b>	<b>5.00</b>	<b>Construction Zone</b>	<b>2.00</b>
<b>Tr. &amp; Tr. in Proh. Area</b>	<b>5.00</b>	<b>Bridge, Viaduct</b>	<b>2.00</b>
<b>No Drvr at Wheel</b>	<b>5.00</b>	<b>Bridge Approach</b>	<b>2.00</b>
		<b>Parking Strip</b>	<b>2.00</b>
<b>No Park. Any Time</b>	<b>\$10.00</b>	<b>Temp Zone</b>	<b>2.00</b>
<b>Tow Away Zone</b>	<b>10.00</b>		
<b>Double Parking</b>	<b>10.00</b>		
<b>During Proh. Time</b>	<b>10.00</b>		

**Make All CHECKS Payable to**

**MUNICIPAL COURT**  
**209 S. W. Oak Street**  
**Portland 4, Oregon**



*Broadway Drive*  
June 29, 1967

Traffic Engineering

City Engineer

Mr. N. R. Drulard - Attn: Mr. W. T. Monahan

Pedestrian Crossing Problem - S.W. Broadway Drive and  
Ravensview Drive

Dear Mr. Drulard:

The suggestion in your letter of June 21 to extend the sidewalk along S.W. Ravensview Drive to S.W. Broadway Drive we feel is a good one and will provide additional visibility for pedestrians.

We do not favor painting a crosswalk at this location, however, since they tend to lure pedestrians into the street and are often more hazardous than no paint.

Sincerely,

D. E. BERGSTROM  
Traffic Engineer

*DE*  
RCS:ba

Cc: TSC

*Mayor's Ofc*

W. A. B.



June 7, 1967

Dr. Robert A. Campbell  
Assistant Professor of Pediatrics  
University of Oregon Medical School  
3181 S. W. Sam Jackson Park Road  
Portland, Oregon 97201

Dear Dr. Campbell:


Thank you for calling our attention to a hazardous situation for pedestrian traffic near the intersection of S. W. Broadway Drive and Ravensview Drive.

Members of the Commission staff visited that location earlier this week. Photographs were taken at the site yesterday.

A copy of your letter and photos will be submitted to proper authority together with the recommendation that consideration be given to changes which would minimize the hazard.

Your interest in traffic safety is genuinely appreciated. We will take advantage of your offer if we require additional information.

Sincerely,

  
PAUL H. ORRIS  
Director

PHO:d

cc: Commissioner Wm. A. Bowes  
Mayor Terry D. Schrunk  
Ted Yaw

Donald E. Bergstrom

RECEIVED  
JUL 8 1967  
BUREAU OF  
TRAFFIC ENGINEERING

*See copy of letter  
dated June 29  
furnished Mayor.*



June 7, 1967

Dr. Robert A. Campbell  
Assistant Professor of Pediatrics  
University of Oregon Medical School  
3181 S. W. Sam Jackson Park Road  
Portland, Oregon 97201

Dear Dr. Campbell:

Thank you for calling our attention to a hazardous situation  
for pedestrian traffic near the intersection of S. W. Broadway  
Drive and Kavanagh Drive.

Members of the Commission staff visited that location earlier  
this week. Photographs were taken at the site yesterday.

A copy of your letter and photos will be submitted to proper  
authority together with the recommendation that consideration  
be given to changes which would minimize the hazard.

Your interest in traffic safety is genuinely appreciated. We  
will take advantage of your offer if we require additional in-  
formation.

Sincerely,

PAUL H. ORRIS  
Director

THO:b

cc: Commissioner Wm. A. House  
Mayor Terry D. Schnuck  
Ted Yaw  
Donald E. Bergstrom

JUL 8 1967  
BUREAU OF  
TRAFFIC ENGINEERING

*See copy of letter  
dated June 7, 1967  
forwarded to  
proper authority*

3181 S.W. Sam Jackson Park Road

Portland, Oregon 97201

RECEIVED Area Code 503 228-9181

JUN 5 1967

*University of Oregon Medical School*

TRAFFIC SAFETY COMM.

DEPARTMENT OF PEDIATRICS



June 2, 1967

Head, Traffic Safety Commission  
115 S. W. 4th Avenue  
Portland, Oregon

Dear Sir:

There is a short series of steps on an angle of land directly across from S. W. Arden Road. These steps cross a peninsula from Ravensview Drive to S.W. Broadway Drive. Small children use these steps.

These steps are extremely hazardous in that they enter directly onto the high speed traffic of Broadway Drive at the street level and the child cannot be seen by the approaching automobile. While this is bad enough in the winter time during the summer months with the growth of grass, bushes and trees, the child is completely invisible until the moment he steps into the path of a car. Yesterday a child stepped off of these steps on Broadway Drive and was struck by a car. I do not know the name of the child but my son did see the incident as he was driving by.

We have instructed our small children never to use these steps but I wonder if many parents anticipate this problem and therefore so instruct their children. I personally feel these steps serve little or no useful purpose as individuals should be willing to go up to the stop sign where they have protection. Would it be possible for the city to fence off these steps so that they cannot be used? They are indeed extremely hazardous and will probably result in a traffic death at some time.

I would like to hear your comments on this and would be happy to discuss this further if you so desire.

Sincerely,

A handwritten signature in dark ink, appearing to read "Robert A. Campbell".

Robert A. Campbell, M.D.  
Assistant Professor of Pediatrics

nn

cc: Mayor Terry Schunk



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

June 21, 1967

*From* Office of the City Engineer  
*To* Office of the Traffic Engineer  
*Addressed to* D. E. Bergstrom, Traffic Engineer  
*Subject* Pedestrian hazard on S. W. Broadway Drive.

Dear Sir:

We have received the enclosed letter and pictures from the Traffic Safety Commission, regarding a pedestrian hazard on S. W. Broadway Drive at S. W. Ravensview Drive.

A City maintained concrete stairway leads from S. W. Ravensview Drive to S. W. Broadway Drive, creating a traffic hazard to pedestrians crossing S. W. Broadway Drive, as shown in the attached pictures. Recently, we had the tall grass cut in an effort to help conditions; this, of course, is only temporary. We are prepared to remove this stairway and continue the sidewalk on S. W. Ravensview Drive to the intersection of S. W. Broadway Drive; however, doing this, we believe that the hazard will be moved to a new location. It is requested that a cross-walk be designated for this area.

Our Bridge Engineer, Mr. Rector, will contact you after he has written a work order for the removal of the stairway. The crosswalk could be painted prior to the sidewalk construction, which will immediately follow the removal of the stairway.

Very truly yours,

N. R. DRULARD  
City Engineer

By *W T Monahan*  
W. T. MONAHAN  
Assistant City Engineer

TT:aw  
Enclosures  
cc: Robert E. Rector, Bur. of Design

Paul H. Orris, Director  
Traffic Safety Commission

*MM*  
**RECEIVED**

*RC*  
JUN 23 1967

BUREAU OF  
TRAFFIC ENGINEERING

June 7, 1967

Dr. Robert A. Campbell  
Assistant Professor of Pediatrics  
University of Oregon Medical School  
3181 S. W. Sam Jackson Park Road  
Portland, Oregon 97201

Dear Dr. Campbell:

Thank you for calling our attention to a hazardous situation for pedestrian traffic near the intersection of S. W. Broadway Drive and Ravensview Drive.

Members of the Commission staff visited that location earlier this week. Photographs were taken at the site yesterday.

A copy of your letter and photos will be submitted to proper authority together with the recommendation that consideration be given to changes which would minimize the hazard.

Your interest in traffic safety is genuinely appreciated. We will take advantage of your offer if we require additional information.

Sincerely,

  
PAUL H. ORRIS  
Director

PHO:d

cc: Commissioner Wm. A. Bowes ✓  
Mayor Terry D. Schrunk  
Ted Yaw  
Donald E. Bergstrom



3181 S.W. Sam Jackson Park Road

Portland, Oregon 97201

RECEIVED Area Code 503 228-9181

JUN 5 1967

*University of Oregon Medical School*

TRAFFIC SAFETY COMM.

DEPARTMENT OF PEDIATRICS



June 2, 1967

Head, Traffic Safety Commission  
115 S. W. 4th Avenue  
Portland, Oregon

Dear Sir:

There is a short series of steps on an angle of land directly across from S. W. Arden Road. These steps cross a peninsula from Ravensview Drive to S.W. Broadway Drive. Small children use these steps.

These steps are extremely hazardous in that they enter directly onto the high speed traffic of Broadway Drive at the street level and the child cannot be seen by the approaching automobile. While this is bad enough in the winter time during the summer months with the growth of grass, bushes and trees, the child is completely invisible until the moment he steps into the path of a car. Yesterday a child stepped off of these steps on Broadway Drive and was struck by a car. I do not know the name of the child but my son did see the incident as he was driving by.

We have instructed our small children never to use these steps but I wonder if many parents anticipate this problem and therefore so instruct their children. I personally feel these steps serve little or no useful purpose as individuals should be willing to go up to the stop sign where they have protection. Would it be possible for the city to fence off these steps so that they cannot be used? They are indeed extremely hazardous and will probably result in a traffic death at some time.

I would like to hear your comments on this and would be happy to discuss this further if you so desire.

Sincerely,

A handwritten signature in cursive script, reading "Robert A. Campbell".

Robert A. Campbell, M.D.  
Assistant Professor of Pediatrics

nn

cc: Mayor Terry Schrunk

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

June 12, 1967



From Traffic Safety Commission  
To Department of Public Works  
Addressed to Commissioner Wm. A. Bowes  
Subject Pedestrian Hazard on S. W. Broadway Drive

*Quillard*  
*check + Report*  
*B*

Dear Commissioner Bowes:

Enclosed are copies of a letter from Dr. Campbell, my letter in reply, and photographs of the area in which the described pedestrian hazard exists.

I fully agree with Dr. Campbell that the steps provide a most dangerous traffic pattern for pedestrians.

The steps are located on a small V-shaped peninsula-type area which divides S. W. Broadway Drive and S. W. Ravensview Drive adjacent to their point of intersection.

It is herewith recommended that necessary steps be taken to eliminate the hazard as it now exists. I submit that, if possible, the most satisfactory way to do so would be to remove the steps and the short section of sidewalk leading across the peninsula area. The natural alternative for pedestrians would then be to cross S. W. Broadway Drive near the stop sign on Ravensview Drive, a point of less hazard.

Respectfully submitted,

*Paul H. Orris*

PAUL H. ORRIS  
Director

PHO:d

cc: Mayor Terry D. Schrunk  
Donald E. Bergstrom

TO	INITIAL	DATE
<input checked="" type="checkbox"/> CITY ENGINEER	<i>Wm</i>	<i>6/15</i>
<input checked="" type="checkbox"/> ASS'T CITY ENGINEER	<i>Wm</i>	<i>6/14</i>
BUREAU OF DESIGN		
BUREAU OF CONSTR.		
BUREAU OF MAINT.		
COLUMBIA T. PLANT		
TRYON CRK T. PLANT		
REFUSE		

*11*



*S.W. Broadway Drive*  
June 29, 1967

Traffic Engineering

Public Works

Commissioner William A. Bowes

Pedestrian Crossing Problem - S.W. Broadway Drive and  
Ravensview Drive

Dear Commissioner Bowes:

A letter written on June 2, by Robert A. Campbell, M.D., and addressed to the Traffic Safety Commission, with a copy to Mayor Schrunk, has been referred to both the City Engineer's office and this office for recommendations. The letter concerned a pedestrian stairway which led pedestrians to cross S.W. Broadway Drive near Ravensview Drive at a potentially hazardous location.

The City Engineer has reported that they can remove the stairway and extend the sidewalk to the intersection. This will help provide better visibility for pedestrians as they will not be hidden in the growth along the roadside.

The City Engineer also suggests a painted crosswalk at the new crossing location. We do not feel that this is necessary. Painted crosswalks have a way of luring pedestrians into the street by inducing a false sense of security.

Respectfully submitted,

D. E. BERGSTROM  
Traffic Engineer

*RC*  
RCS:ba

cc: Traffic Safety Commission  
Mayor's Office

from the office of  
**TERRY D. SCHRUNK, Mayor**  
Rm. 303, City Hall  
Portland, Oregon 97204

Date June 5, 1967  
To: Don Bergstrom

----- Approval	----- Investigate and Report	----- <u>XX</u> Note and Comment
----- Necessary Action	----- Please Answer	----- Note and Confer
----- Prepare Ordinance	----- Release to Press	----- Note and File
----- For Your Information	----- Mayor's Signature	----- Note and Return

Comments: On copy of letter from Robert A. Cambell re steps to SW Broadway Drive,

HPT.j

**RECEIVED**

*PLS* JUN 6 1967

BUREAU OF  
TRAFFIC ENGINEERING



June 12, 1967

Traffic Safety Commission

Department of Public Works

Commissioner Wm. A. Bowes

Pedestrian Hazard on S. W. Broadway Drive

Dear Commissioner Bowes:

Enclosed are copies of a letter from Dr. Campbell, my letter in reply, and photographs of the area in which the described pedestrian hazard exists.

I fully agree with Dr. Campbell that the steps provide a most dangerous traffic pattern for pedestrians.

The steps are located on a small V-shaped peninsula-type area which divides S. W. Broadway Drive and S. W. Ravensview Drive adjacent to their point of intersection.

It is herewith recommended that necessary steps be taken to eliminate the hazard as it now exists. I submit that, if possible, the most satisfactory way to do so would be to remove the steps and the short section of sidewalk leading across the peninsula area. The natural alternative for pedestrians would then be to cross S. W. Broadway Drive near the stop sign on Ravensview Drive, a point of less hazard.

Respectfully submitted,

*PHO*  
PAUL H. ORRIS  
Director

PHO:d

cc: Mayor Terry D. Schrunk  
Donald E. Bergstrom ✓

*Compl. 34371- SW Broadway Dr.  
Specr - 6/24/67 - Crosswalk not  
recommended*

*PHO*  
**RECEIVED**

**JUN 13 1967**

**BUREAU OF  
TRAFFIC ENGINEERING**



June 7, 1967

Dr. Robert A. Campbell  
Assistant Professor of Pediatrics  
University of Oregon Medical School  
3181 S. W. Sam Jackson Park Road  
Portland, Oregon 97201

Dear Dr. Campbell:

Thank you for calling our attention to a hazardous situation for pedestrian traffic near the intersection of S. W. Broadway Drive and Ravensview Drive.

Members of the Commission staff visited that location earlier this week. Photographs were taken at the site yesterday.

A copy of your letter and photos will be submitted to proper authority together with the recommendation that consideration be given to changes which would minimize the hazard.

Your interest in traffic safety is genuinely appreciated. We will take advantage of your offer if we require additional information.

Sincerely,

*PHO*  
PAUL H. ORRIS  
Director

PHO:d

cc: Commissioner Wm. A. Bowes  
Mayor Terry D. Schrunk  
Ted Yaw  
Donald E. Bergstrom ✓



3181 S.W. Sam Jackson Park Road

Portland, Oregon 97201

RECEIVED Area Code 503 228-9181

JUN 5 1967

*University of Oregon Medical School*

TRAFFIC SAFETY COMM.

DEPARTMENT OF PEDIATRICS



June 2, 1967

Head, Traffic Safety Commission  
115 S. W. 4th Avenue  
Portland, Oregon

Dear Sir:

There is a short series of steps on an angle of land directly across from S. W. Arden Road. These steps cross a peninsula from Ravensview Drive to S.W. Broadway Drive. Small children use these steps.

These steps are extremely hazardous in that they enter directly onto the high speed traffic of Broadway Drive at the street level and the child cannot be seen by the approaching automobile. While this is bad enough in the winter time during the summer months with the growth of grass, bushes and trees, the child is completely invisible until the moment he steps into the path of a car. Yesterday a child stepped off of these steps on Broadway Drive and was struck by a car. I do not know the name of the child but my son did see the incident as he was driving by.

We have instructed our small children never to use these steps but I wonder if many parents anticipate this problem and therefore so instruct their children. I personally feel these steps serve little or no useful purpose as individuals should be willing to go up to the stop sign where they have protection. Would it be possible for the city to fence off these steps so that they cannot be used? They are indeed extremely hazardous and will probably result in a traffic death at some time.

I would like to hear your comments on this and would be happy to discuss this further if you so desire.

Sincerely,

*Robert A. Campbell*

Robert A. Campbell, M.D.  
Assistant Professor of Pediatrics

nn

cc: Mayor Terry Schrunk

150-2530

File

S.W. Brady Dr.

Weather = Rain.

Corves3-17-67 - Friday - Time Caps - S.W. Brady Drive & Hoffman.  
~~1:30 to 2:30 P.M.~~ 5:00 to 6:00 P.M.

12"	8"	8"
10."	8"	7"
10."	9"	9"
8"	7"	9"
9"	8"	8"
9"	9"	8"
7"	9"	9"
8"	7"	10"
8"	8"	9"
7"	9"	8"
7"	9"	8"
7"	8"	8"
6"	7"	8"
8"	9"	9"
8"	9"	9"
8"	8"	8"
10"	11"	9"
9"	8"	9"
9"	7"	8"
8"	8"	7"
8"	9"	8"
9"	8"	8"
10"	8"	8"
8"	9"	9"
9"	8"	9"
9"	9"	8"

1:30 to 2:30 P.M.

1:30 P.M. to 2:30 P.M.

Total = 78  
in 1 hour.

By Robt. W. Shields



Duland + Bergstrom

Portland, Oregon

August 22, 1966

Mr. Bergstrom  
Traffic Engineer  
City of Portland  
City Hall  
Portland, Oregon 97204

Dear Mr. Bergstrom:

Owing to the fact that on three occasions automobiles have failed to properly negotiate the curve above my home on Southwest Broadway Drive and have damaged my property each time, I am requesting that a guard rail be erected in front of my property to prevent further accidents of this nature.

The first and second accidents involved only damage to the laurel hedge (cost of replacement \$258), but the last accident, which occurred in July of last year, caused damage to my home in the amount of \$1800 and involved a repair job lasting two months.

I earnestly hope you will be able to grant my request very soon as the situation has caused me considerable uneasiness.

My home is located at 2222 Southwest Broadway Drive. Home phone is 227-1389 and office phone is 227-0634.

Sincerely,

*Eleanor L. Krier*

Eleanor L. Krier  
(Mrs. R.S.)

*Copy sent to Mr. Duland  
8-24-66.*

*D. Linsen*



*Compl. 33099-SW Broadway Dr.  
9/27/66-Neely-Contacted  
complainant advised her  
request has been referred  
to Bridge Div.*

September 20, 1966

Traffic Engineering

City Engineer

Mr. N. R. Drulard

Combination Sewer: S.W. Broadway Drive west of Hoffman Avenue

Dear Mr. Drulard:

We have examined these plans and find that from a traffic standpoint it will be necessary for the contractor to keep one lane open for traffic with a flagman, during working hours, and two lanes open during all other hours.

We are returning one copy of the plans.

Sincerely,

D. E. BERGSTROM  
Traffic Engineer

*PLS*  
TVN:ba  
1 Encl.







March 24, 1966

Traffic Engineering

City Engineer

Mr. N. R. Drulard

S.W. Davenport Street and Broadway Drive

Dear Mr. Drulard:

We have had several complaints regarding a traffic problem involving visibility at the intersection of S.W. Davenport Street and Broadway Drive.

An investigation by this office shows that visibility at this intersection is somewhat limited to the east by a grass covered bank. We again suggest that this northeast city-owned corner be cut to its minimum grade and paved to avoid the necessity of repeated cutting.

Sincerely,

D. E. BERGSTROM  
Traffic Engineer

*PC*  
MJM:ba

W. A. B.





## CITY OF PORTLAND, OREGON

## DEPARTMENT OF PUBLIC AFFAIRS

STANLEY W. EARL, COMMISSIONER

## BUREAU OF FIRE

March 10, 1966

DALE F. GILMAN  
CHIEF  
55 S.W. ASH ST.Donald Bergstrom  
Traffic Engineer  
City Hall  
Portland, Oregon

Dear Don:

I am enclosing a report by Battalion Chief V.A. Rayley of Battalion District No. 1 together with a transmittal of Assistant Chief James R. Kerr.

Apparently we have some rather serious response situations due to parking on narrow streets in the vicinity of S.W. Hoffman. I would appreciate it very much if you will arrange the survey suggested by these reports.

Very truly yours,

DALE F. GILMAN  
Chief, Bureau of FireDFG:eh  
enc. 2

RECEIVED

MAR 11 1966

BUREAU OF  
TRAFFIC ENGINEERING

Compl. #31567 & 32211  
W.O. #83706 - 07-09-10-11-12  
Installed NPAT & NPITB signs  
for Fire Equip clearance.  
Gemmons 3/30/66

Aw. Chelmsford  
Davenport  
Buckingham  
Cross  
Commonwealth  
Sheffield



February 9, 1966

772 S. W. Broadway Drive  
Portland, Oregon

City of Portland  
Chief Traffic Engineer  
1220 S. W. Fifth Avenue  
Portland, Oregon

*Burgshom* ?

Dear Sir:

I am writing to call to your attention a traffic hazard that needs correction.

I am the owner of a small apartment house at 772 S. W. Broadway Drive. There are no sidewalks here, and there is no marked loading and unloading zone here. The garbage truck, the milk trucks, the newspaper car, the oil truck, taxicabs, in fact any kind of service or repair trucks have to park in the street in the line of traffic because so many cars are parked here throughout the day. This part of Broadway Drive is at a blind spot just below the curve of the hill. There is a posted 25 mph speed limit, but the few who observe it are usually passed by other cars both going up and coming down the hill.

There are three entrances to the apartment, with one main entrance going into the building. Most of the time two entrances have been blocked. Now, cars are being parked at the main entrance, and there is no way to get into the apartment. The apartment is built down the hillside with a connecting walk from the street to the door over a deep ravine between the building and the street. The cars and trucks parked here are left all day. They are driven by young people who are apparently students at either Portland State College or Portland Community College.

Will you please send one of the city engineers or a member of the Traffic Safety Commission up here to see what a dangerous situation exists? My telephone number is 227-7464. If you will telephone and let me know when someone will be here, I would like to talk to them.

Very truly yours,

BROADWAY DRIVE APARTMENTS

*Martha H. Williams*

(Mrs.) Martha H. Williams  
Owner

RECEIVED

FEB 11 1966

BUREAU OF  
TRAFFIC ENGINEERING

*ack 2/11/66 P.C.*

SW Broadway Drive

Comp L No. 32155  
WU NO. 83345 2/25/66

Talked with Compl.  
Installed 60' of PIH to provide space for  
vans to get out of roadway. BSB



# MARYLAND CASUALTY COMPANY

H. ELLSWORTH MILLER, PRESIDENT

JOHN S. HOPKINS  
MANAGER

PORTLAND CLAIM DIVISION  
1415 S. E. Ankeny Street PORTLAND, OREGON 97214  
Phone 234-9901

October 7, 1965

Bureau of Traffic Engineering  
City Hall  
Portland, Oregon

RE:                      Claim No.                      : 750 A 7106  
                         Insured                         : Alan L. & Ellen D. Griffith  
                         Date of Acc.                         : July 22, 1965

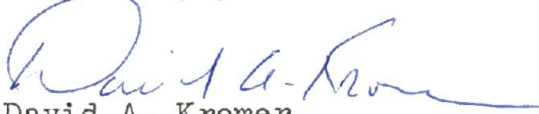
Dear Sir:

On September 23, 1965 I wrote a letter requesting that you forward to us a record of the traffic signal at the intersection at S.W. Braodway Drive and S.W. Hoffman regarding an accident that occurred on July 22, 1965 between a Mrs. Church and a Mrs. Griffith.

At that time I requested that you forward to us record of the malfunctions since the first of the year (January 1965), and the date of repairs that have been completed since the first of the year. I also understand that soon after July 22 the repair crew was again working on this intersection light.

In my September 23, 1965 letter I enclosed a draft for \$7.50 for services rendered. I would appreciate knowing if our request was delayed or if there will be any problem in supplying us this information. Attached you will find a copy of our draft to your office for \$7.50. Thank you very much for your anticipated co-operation.

Very truly yours,

  
David A. Kromer  
Claims Adjuster

DAK:ch

RECEIVED

OCT 11 1965

BUREAU OF

Affiliated Companies:

NORTHERN INSURANCE COMPANY OF NEW YORK • ASSURANCE COMPANY OF AMERICA  
AUTOPLAN INSURANCE COMPANY • MAINE BONDING AND CASUALTY COMPANY • VALIANT INSURANCE COMPANY

*Phoned 10/11/65  
advised letter  
in today's mail.*

IMPORTANT THIS RECEIPT IS CONDITIONED ON PROMPT PAYMENT OF ALL  
CHECKS GIVEN DARYL G. CALLOWAY, CITY TREASURER, THEREFOR.

## CITY OF PORTLAND, OREGON

BUREAU OF TRAFFIC ENGINEERING

No 15543

DATE Oct. 8 1965

RECEIVED OF

Maryland Casualty Co.  
1415 S. E. Ankeny

THE SUM OF

Seven and 50/100

\$

7.50

FOR:

CHECK ☒CASH ☐

CONSTRUCTION ZONE PERMIT  
MAINTENANCE ZONE PERMIT  
LOADING ZONE PERMIT

DELIVERY PERMIT

DRIVEWAY PAINTING

PARKING METER FUND

TRUSTEE FUND

Charge for info from records  
on traffic signal malfunctions  
intersection of SW Broadway Dr.  
& Hoffmann during 1965.

CITY OF PORTLAND, OREGON

W. J. WELLER, TRAFFIC ENGINEER

D. E. BERGSTROM

BY

S.A.Dup



Mailed to:

Mr. David A. Kromer, Claims Adjuster  
Maryland Casualty Company  
1415 S.E. Ankeny Street  
Portland, Oregon 97214

October 8, 1965

**To Whom It May Concern:**

Regarding the operation of the traffic control signals at the intersection of S.W. Broadway Drive and Hoffman Avenue during the year 1965, our records show the following:

January 8, 1965 - Reported out of order but was operating properly when checked by the maintenance electrician.

July 17, 1965 - Police reported Red-Red flashing signal for Hoffman Avenue traffic was turned out of alignment. Signal unit direction was corrected by the maintenance electrician.

July 30, 1965 - Citizen reported Red-Red flashing signal for Hoffman Avenue was out of order. Time delay relay was replaced by maintenance electrician.

August 3, 1965 - Police reported Red-Red flashing signal for Hoffman Avenue was out of order. Time delay relay was replaced by maintenance electrician.

To Whom It May Concern

October 8, 1965

August 25, 1965 - Citizen reported Red-Red flashing signal for Hoffman Avenue was out of order. Control unit timing was corrected by maintenance electrician.

I, W. G. Kriger, Electrical Engineer, certify and affirm that I am a keeper of the public records regarding the foregoing information, and that the foregoing information is a true and correct copy of such records.

---

W. G. KRIGER  
Electrical Engineer

B:WGK:ba

Subscribed and sworn to before me this 8th day of October, 1965.

---

Notary Public for Oregon  
My commission expires Feb. 18, 1967.

APPROVED:

---

D.E. BERGSTROM  
Acting Traffic Engineer  
City of Portland



# MARYLAND CASUALTY COMPANY

H. ELLSWORTH MILLER, PRESIDENT

JOHN S. HOPKINS  
MANAGER

PORTLAND CLAIM DIVISION  
1415 S. E. Ankeny Street PORTLAND, OREGON 97214  
Phone 234-9901

September 23, 1965

Bureau of Traffic Engineering  
City Hall  
Portland, Oregon

RE:                      Claim No.                      : 750 A 7106  
                         Insured                         : Alan L. & Ellen D. Griffith  
                         Date of Acc.                      : July 22, 1965

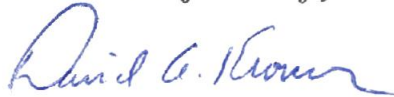
Dear Sir:

I would appreciate you sending us a record of the traffic signal at the intersection of S.W. Broadway Drive and S.W. Hoffman regarding an accident that occurred on July 22, 1965 between a Mrs. Church and a Mrs. Griffith.

It is my understanding that the signal has had a record of malfunctions over the past year. I would appreciate a record of the complaints issued on this signal and the date of repairs to this signal. The accident occurred at about 5:45 p.m. on the above captioned date.

Enclosed you will find a draft for \$7.50 for services rendered. Thank you very much.

Yours very truly,



David A. Kromer  
Claims Adjuster

DAK:ch



RECEIVED

SEP 24 1965

BUREAU OF  
TRAFFIC ENGINEERING

*Affiliated Companies:* NORTHERN INSURANCE COMPANY OF NEW YORK • ASSURANCE COMPANY OF AMERICA  
AUTOPLAN INSURANCE COMPANY • MAINE BONDING AND CASUALTY COMPANY • VALIANT INSURANCE COMPANY

June 14, 1965

Traffic Engineering

City Engineer

Mr. C. A. Dow

Improvement of S.W. Broadway Drive from Lincoln to Grant Streets.

Dear Mr. Dow:

We are returning herewith one copy of a plan for the improvement of S.W. Broadway Drive from Lincoln to Grant Streets.

Please be advised that this plan has been field checked and from a traffic standpoint no special regulations are required other than coordination between the State Highway contractor and Traffic Engineer to maintain traffic during construction periods.

Yours very truly,

R. C. SPEER  
Asst. City Traffic Engineer

S:MJM:ba  
Encls. 1



no special  
requirements  
other than coordination  
with State Hwy  
Contractor and Traffic  
Engineer to maintain  
traffic during  
construction periods  
OK PCS

RECEIVED

JUL 27 1964

BUREAU OF  
TRAFFIC ENGINEERING

Portland Oreg

7-26-64

Chief of Traffic Dept  
Dear Sir

I am calling  
your attention to a  
Dangerous Intersection  
Located at the foot of  
Brady Ave & S W Grant St

I am very  
of an Expt House  
located at 654 S W Grant  
& since I am there  
has been exactly 13  
accidents. & This Eve  
another & one boy  
taken to Hospital  
The City is  
to Straighten Brd out



2

+ Widener etc but  
nothing has been done  
about it

I have asked the  
officers to Report this  
but Evidently they have  
failed to do so.

Would suggest  
at least slow signs  
or warning of some kind

Please look into  
this before someone  
is killed.

May I hear from  
you

Very Truly yours

Irvin C Solomon  
654 SW Grant ST

Phone CA-3-5983

compl. 28/80 - 400 Broadway  
7/28/64 Martine - collection  
at this time

ORDINANCE NO. 118839

An Ordinance authorizing the purchase of a temporary road and access easement in connection with the construction of the Broadway Drive Reservoir from Kenneth W. and Marva R. Guenther for \$500, authorizing the drawing and delivery of a warrant, and declaring an emergency.

The City of Portland ordains:


Section 1. The Council finds that it is necessary to acquire a right of way through property owned by Mr. and Mrs. Kenneth W. Guenther for use in connection with the construction of the Broadway Drive Reservoir; that such owners have agreed to grant such right to the city during the period of construction for \$500 which is a fair and reasonable price; now, therefore, the Mayor and Auditor hereby are authorized and directed to draw and deliver a warrant in the sum of \$500 to Kenneth W. and Marva R. Guenther, upon receipt of an easement deed in form approved by the City Attorney conveying a temporary road and access easement in the following described property for use during the construction of Broadway Drive Reservoir:

A parcel of land located in the Northeast 1/4 of Section 9, T. 1 S., R. 1 E., W. M., and being part of Tax Lots 7 and 8 as described in Book 2027, Page 83 and Book 2178, Page 99, respectively, Deed Records of Multnomah County, Oregon; said parcel to be 20 feet measured at right angles to each side of the center line described as follows:

Beginning at an iron pipe on the North line of S. W. Broadway Drive at the Southeast corner of the above mentioned Tax Lot 7; thence North along the East boundary of Tax Lot 7, a distance of 70 feet to the true point of beginning; thence Southwesterly 180 feet, more or less, to the North Boundary of S. W. Broadway Drive which point lies 50 feet West from the Southeast corner of said Tax Lot 8, measured along a curve on the North Boundary of S. W. Broadway Drive, having a central angle of 37°48' and a radius of 171.12 feet.

Said warrant shall be drawn against and charged to the Water Construction Fund Appropriation, Easements and Rights of Way (5900.782).

Section 2. Inasmuch as this ordinance is necessary for the



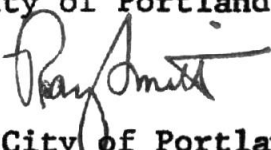


immediate preservation of the public health, peace and safety of the City of Portland in this: In order that the city's water storage capacity may be increased without undue delay; therefore, an emergency hereby is declared to exist and this ordinance shall be in force and effect from and after its passage by the Council.

Passed by the Council JUL 15 1964

  
Mayor of the City of Portland

Attest:

  
Auditor of the City of Portland

Commissioner Bean  
July 10, 1964  
DAW/fg

STAFF REPORT

*Marty*  
*WRL*  
CU 37-64

Zoning Committee Meeting: 5-12-64

Applicant: Bureau of Water Works

Conditional Use Request: Water Storage Tank

Location: At approximately 950 SW Broadway Drive near SW Prince Blvd.

Legal Description: Tax Lot 6, Section 9, 1S, 1E.

Zone: R10

Quarter Section: 3328

Applicant's Proposal: The applicant proposes to erect a 375,000 gallon steel water storage tank approximately 40 ft. in height and 40 ft. in diameter on an appropriate concrete foundation.

The concrete base of the tank is at an elevation of 470.0 ft. while the top of the dome is at an elevation of 516.0 ft. or a total height of 46 ft. A small parking area is proposed to be built into the bank off of SW Broadway Drive.

Staff Recommendation: Approval

Code Consideration: In zone R10 the maximum height is 35 ft. This lot is adjacent to zone A1 where the maximum height is 45 ft.

The applicant's maximum height is 46 ft. The lot is very steep and the tank will be located approximately in the center of the site. The southern property line is approximately at an elevation of 435 ft., while the northern property line is at an elevation of 500 ft. The top of the tank is at an elevation of 516 ft.

Surrounding Conditions: The applicant's property is located on the north side of SW Broadway Dr. at approximately 950 SW Broadway Dr. near SW Prince Blvd. which is non-existing. The surrounding area is developed with a scattering of single-family residences in zones R10 and A1. The large percentage of the surrounding area is undeveloped.

Reasons for Recommendation: After viewing this property from different locations it does not appear that this water tank will obstruct any view from surrounding homes. The tank is situated in the center of a tract of land 120 ft. x 130 ft. which has an elevation difference of approximately 65 ft. from the front of the property to the rear of the property. The tank dome will be about 16 ft. above the elevation of the rear property line, but north of the rear of this property is a large tract of vacant land which in turn continues upward to a considerable higher elevation than the proposed water tank.

WRL:co



ORDINANCE No. 117723

*Martini*

An Ordinance authorizing the removal of a partially demolished building on property acquired by the city for a street widening at the intersection of S. W. Broadway Drive and S. W. Grant Street, and transferring the sum of \$200.00 from the appropriation, Emergencies and Unforeseen Expenditures to the appropriation, Miscellaneous Appropriations, Code No. 3436 in the current budget, and declaring an emergency.

The City of Portland ordains:

Section 1. It appearing to the Council that a parcel of property located at the northwest corner of the intersection of S. W. Broadway Drive and S. W. Grant Street was dedicated to the city for street purposes, and that there is a partially demolished building on the said property which is unsightly and a dangerous nuisance and which should be removed; now, therefore, the removal of the said partially demolished building from the said dedicated parcel is hereby authorized, and the sum of \$200.00 is hereby transferred from the General Fund Appropriation, Emergencies and Unforeseen Expenditures, to the General Fund Appropriation, Miscellaneous Appropriations, Code No. 3400, Function No. 3436, and the Mayor and Auditor are hereby authorized to draw and deliver warrants in payment of labor, services, and materials chargeable to the said appropriation when approved by proper authority.

*Res*

Section 2. Inasmuch as this ordinance is necessary for the immediate preservation of the public health, peace, and safety of the City of Portland in this: In order that the removal of the said building may be authorized and provided for without undue delay; therefore, an emergency hereby is declared to exist, and this ordinance shall be in force and effect from and after its passage by the Council.

Passed by the Council, NOV 29 1963

GJL:1  
11-26-63  
Commissioner Bowes

*Mayor D. Schuman*  
Mayor of the City of Portland

Attest:

*Ray Smith*  
Auditor of the City of Portland

COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN  
MEDFORD  
KENNETH N. FRIDLEY, MEMBER  
WASCO  
DAVID B. SIMPSON, MEMBER  
PORTLAND

FLOYD QUERY, SECRETARY  
SALEM



STATE OF OREGON  
STATE HIGHWAY DEPARTMENT

SALEM 10  
~~XXXXXXXX~~

P. O. Box 4727, Sellwood Station  
Portland, Oregon 97202  
August 2, 1963

Mr. Luke Roberts  
K O I N TV  
140 SW Columbia  
Portland, Oregon

Dear Mr. Roberts:

Mr. Weller, Portland Traffic Engineer, has forwarded to the Highway Department a request you made for additional directional signing for Council Crest in the vicinity of the intersection of SW Broadway Drive, SW Greenway, and SW Talbot Road.

Please be advised that a new sign was installed at this intersection about one year ago but apparently vandals have removed it. Additional "Council Crest" signs have been ordered for this intersection and other locations in this area and they will be installed in the very near future.

We sincerely appreciate you calling this matter to our attention and please do not hesitate in contacting us in the future.

Very truly yours,

*A. E. Johnson*  
A. E. Johnson  
Division Engineer

RDC:pm

cc. W. J. Weller, Portland Traffic Engineer ✓  
R. D. Conklin, Division Traffic Engineer

RECEIVED

AUG 5 1963

BUREAU OF  
TRAFFIC ENGINEERING

W. A. B.



July 25, 1963

Traffic Engineering

City Engineer

Mr. L. H. Rosenthal

S.W. Davenport Street and Broadway Drive


Dear Mr. Rosenthal:

We have had numerous complaints regarding a traffic problem involving visibility at the intersection of S.W. Davenport Street and Broadway Drive.

An investigation by this office shows that S.W. Davenport Street traffic as it enters the intersection of Broadway Drive is required to stop. Visibility to the east is obstructed by brush and grass. We again suggest that this northeast city-owned corner be cut to its minimum grade and paved to avoid the necessity of cutting the brush and grass several times a year.

Yours very truly,

W. J. WELLER  
Traffic Engineer

  
W:MJM:ba

W. A. B.

June 24, 1963

Mrs. R. O. Thompson  
2622 S.W. Davenport Court  
Portland 1, Oregon

Dear Mrs. Thompson:

Thank you for your letter of June 18th regarding the need for a four-way stop at S.W. Broadway Drive and Davenport.

We will survey this area as soon as possible, taking traffic counts, speed studies, etc.

This will take some time to accomplish due to the great many requests for traffic and parking control now pending.

However, upon completion of our surveys we will advise you as to our findings.

Yours very truly,

W. J. WELLER  
Traffic Engineer

W:MLS:ba



2622 SW Davenport Ct.  
Portland 1, Oregon  
6-18-63

Bur. of Traffic Engineering  
City Hall  
Portland, Oregon

Gentlemen:

Up here in Portland Heights there is surely an urgent need for a four-way STOP sign or traffic light at the intersection of Broadway Drive, Davenport St. and Davenport Court.

We are new in this neighborhood, but those we have discussed it with say this should have been done long ago; some of them confess that they lack the courage to enter on Broadway Drive from Davenport Street, for visibility is absolutely nil. Last night a Mr. Peterson on Brae Mar Court, the next lower street from ours, spoke of two accidents which had happened at the intersection, and said that he won't take the chance himself, preferring to go the long way around to get home safely.

Not only do cars race like mad here <sup>on Broadway Drive</sup>, but also motorcycles. A car trying to make a lefthand turn from Davenport St. onto Broadway Dr. is much like a sitting duck momentarily, but each driver must take the chance, for it's impossible to see (due to the lay of the land) if any car or cars be coming the opposite way on Broadway Dr.

I came to the decision to ask for a traffic signal the other night when friends were driving me home, and the driver stopped to say a prayer for safety before crossing Broadway Dr. to Davenport Ct. And a couple of days ago a driver had the bright idea of honking his horn furiously while making the turn, just in case.

Broadway Drive is the main artery to and from downtown. Traffic is heavy and constant. Davenport St. is an important street which carries traffic to homes and to and from Vista Ave. by a circuitous route.

One look is worth a thousand words.....all I ask is that the Bureau take a car downhill on Davenport St. and turn left on Broadway Dr. to go downtown at the peak rush hour home about 5:00 - 5:30 PM, and I'm sure that then there will be nothing more that need be said. A four-way STOP sign would make all of us in this area very happy. (Soon, please?)

Cordially,

*Mrs. R. O. Thompson*

(Mrs. R. O. Thompson)

Tel: 223-8752

W. A. B.

June 27, 1963

Mr. Roy R. Clark  
2646 S.W. Davenport Court  
Portland 1, Oregon

Dear Mr. Clark:

We wish to acknowledge receipt of your letter regarding the intersection of S.W. Broadway Drive and Davenport Court.

We have not as yet received the petition to which you refer, but have received one letter requesting a four-way stop.

We will make a thorough study of this intersection and also your suggestion regarding the location of the guard rail.

Your reference to the missing street name signs we have referred to the City Engineer's office for their attention.

Thank you for taking the time to write us and for your interest in such traffic problems.

Yours very truly,

W. J. WELLER  
Traffic Engineer

W:MLS:ba



RECEIVED

JUN 25 1963

BUREAU OF  
TRAFFIC ENGINEERING

Roy R. Clark

2646 S. W. Davenport Court  
Portland 1, Oregon

W. A. B.

June 24th. 1963

Traffic Division, City of Portland;  
City Hall,

Gentlemen;

I am informed that a petition will soon be filed with you requesting a traffic stop light at the intersection of S.W. Broadway Drive and S.W. Davenport Court, (also Davenport Street).

I wish to object to this proposed light. I have resided at the above address for more than 20 years and know the difficulties of this intersection very well. The steep grade on both Broadway Drive and Davenport Street are difficulties that a stop light would not improve, in fact would, in my opinion, increase the traffic hazards. Traffic often backs up on Broadway Drive at this intersection and a stop light would accent this difficulty. We now have stop signs on both sides of Broadway Drive. A flashing amber light would not be objectionable but neither would it improve things, in my opinion.

There are two other things that should be done to improve traffic at this intersection. One is the street signs removed by the Utility Company when they set a new pole at the Northwest corner of this intersection. That was several months ago and the two street signs, Davenport Court and Davenport Street have not been replaced on the pole. It is very confusing for those not familiar with the streets as they try to find our street. We called your Division several weeks ago, requesting that the signs be replaced but to date nothing has been done. Why?

Another difficulty at this intersection is the location of the metal guard rail at the east side of Davenport Court where it intersects Broadway Drive. It extends too far into Broadway Drive. As I approach Broadway Drive I cannot see it because I am on the left and the guard rail is on my right. I know it is there and to avoid striking it run too far into Broadway Drive, often crossing the white stripe in center of pavement. This is dangerous but sometimes unavoidable. The railing is scratched and shows signs of being rubbed by cars as they go into Broadway Drive. I have been told by others that they have rubbed this railing to the detriment of their cars. This railing should be cut off or moved back at least four feet, possibly more. If these things are done it will improve conditions at this difficult intersection. Thank you.

Very truly yours,

Roy R. Clark.

Referred to  
City Engr.  
6/25/63 -  
Compl. #2580

W

# TRAFFIC COUNT TAB

Date 3/22/63Day MONDAYWeather RAINON S.W. BROADWAY DRIVEON S.W. DAVENPORTE/SW DavenportN/SW Broadway Dr.

DIRECT- TIME	E & WB	N & SB
A.M.		
7 - 8	180	31
8 - 9	285	56
9 - 10	188	40
10 - 11	145	43
11 - 12	158	43
P.M.		
12 - 1	171	50
1 - 2	184	37
2 - 3	164	43
3 - 4	166	50
4 - 5	216	48
5 - 6	355	71
6 - 7	197	48
7 - 8	165	39
8 - 9	171	36
9 - 10	150	30
10 - 11	123	20
11 - 12	60	13
A.M.		
12 - 1	51	12
1 - 2	15	2
2 - 3	12	3
3 - 4	3	1
4 - 5	2	0
5 - 6	3	1
6 - 7	33	5
TOTAL	3197	722
GRAND TOTAL		



July 23, 1963

Mr. A. E. Johnson  
Division Traffic Engineer  
Oregon State Highway Department  
9200 S.E. McLoughlin Blvd.  
Portland, Oregon 97222

Dear Mr. Johnson:

We have recently received a suggestion from Mr. Luke Roberts of KOIN-TV that the directional signing for Council Crest located at the intersection of S.W. Broadway Drive, S.W. Greenway and S.W. Talbot Road is not adequate.

We would appreciate it if Mr. Conklin could investigate the possibility of improving signing at this location.

Yours very truly,



W. J. WELLER  
Traffic Engineer

W:DEB:ba

July 18, 1963

Memo to Mr. Bob Conklin

Dear Mr. Conklin:

As per our recent conversation please investigate possible improvement of directional signing at Council Crest.

We have received suggestion from Mr. Luke Roberts of KOIN-TV regarding the inadequate signing to this scenic point, and after my observation I agree.

Thank you. YCT.

Mert



ORDINANCE NO.

117162

An Ordinance designating and assigning a certain portion of City owned property to the public for street purposes for realignment of S. W. Broadway at S. W. Grant Street, and declaring an emergency.

The City of Portland ordains:

Section 1. The Council finds that the parcel of land herein described constitutes a portion of a certain tract of land owned by the City of Portland in fee, simple without restrictions, having been granted to the City of Portland by F. G. Westfall et ux by deed recorded in Book 2166 at Page 218, Multnomah County Deed Records, in connection with the realignment of S. W. Broadway at S. W. Grant Street; that the parcel of land herein described is required for said realignment and such will contribute to the public convenience and safety, by eliminating a hazardous corner at S. W. Broadway and S. W. Grant Street; now, therefore, the following described parcel of property is hereby designated and assigned to the use aforesaid. Said parcel of property to be used for the purposes herein mentioned is more particularly described as follows:

A portion of Block 37, Caruthers Addition to Caruthers Addition to the City of Portland more particularly described as follows:

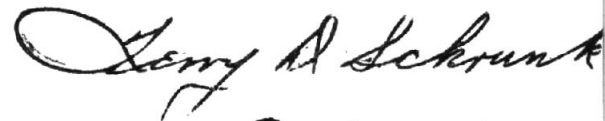
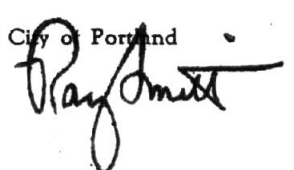
Beginning at a point in the south line of Block 37, Caruthers Addition to Caruthers Addition to the City of Portland, which point lies N. 88° 51' 15" W. 60.07 feet from the southeast corner of said Block 37; thence northeasterly along the arc of a 224.75 foot radius curve to the right (the long chord which bears N. 43° 38' 07" E. 12.29 feet) a distance of 12.29 feet to a point of reverse curve; thence northeasterly along the arc of a 184 foot radius curve to the left (the long chord of which bears N. 40° 45' 50" E. 28.48 feet), a distance of 28.51 feet to a point in a line lying 31 feet north of and parallel to the south line of said Block 37, said point being N. 88° 51' 15" W. 33.61 feet from the east line of said Block 37; thence S. 88° 51' 15" E. 33.61 feet to the east line of said Block 37; thence S. 01° 08' 45" W. 31 feet to the southeast corner of said Block 37; thence N. 88° 51' 15" W. 60.07 feet along the south line of said Block 37 to the point of beginning, all within the City of Portland, County of Multnomah and State of Oregon.

Section 2. That the Auditor be and he is hereby directed to have a certified copy of this Ordinance placed on record.

## ORDINANCE No.

**Section 3. Inasmuch as this ordinance is necessary for the immediate preservation of the public health, peace and safety of the City of Portland in this: To avoid any unnecessary delay in making this right-of-way a matter of record; therefore, an emergency is hereby declared to exist, and this ordinance shall be in force and effect from and after its passage by the Council.**

Passed by the Council, **AUG 1 1963**

  
Mayor of the City of Portland  


Attest:

Com'r. Bowes  
LAS:vh  
7-18-63

Auditor of the City of Portland



*Weller*

ORDINANCE NO.

116523

*Don Martin Green*  
*RCJ*

An Ordinance authorizing execution of a lease between the city as lessor and the State of Oregon, by and through its Highway Commission, as lessee, for a parcel of land in Block 32, Caruthers Addition to Caruthers Addition to the City of Portland, at S. W. Grant Street and S. W. Broadway Drive, for a period of 3 years, and declaring an emergency.

The City of Portland ordains:

Section 1. The Council finds that the State Highway Commission has requested that the city lease to it a parcel of land lying in Block 32, Caruthers Addition to Caruthers Addition to the City of Portland at S. W. Grant Street and S. W. Broadway Drive for the purpose of storing road building supplies and equipment during the period of construction of the Sunset Interchange--Markham Bridge section of the Stadium Freeway; that the property is not presently needed for city use and the leasing of such property to the State Highway Commission for the aforementioned purpose would be in the best public interest; now, therefore, the Mayor and Auditor hereby are authorized to execute a lease on behalf of the city with the State of Oregon, by and through its Highway Commission leasing to said State of Oregon the following described property:

A parcel of land lying in Block 32, Caruthers Addition to Caruthers Addition to the City of Portland, Multnomah County, Oregon; the said parcel being described as follows:

Beginning at the Southwest corner of said Block 32; thence East along the South line of said Block 32, a distance of 100 feet; thence Northwesterly in a straight line to the West line of said Block 32 at a point 95 feet North of said Southwest corner; thence South along said West line, 95 feet to the place of beginning.

Such lease shall be for a period of 3 years or until completion of the Sunset Interchange--Markham Bridge section of the Stadium Freeway, whichever is sooner, the consideration to be in the sum of \$1.00 for the full term of such lease. The lease shall be approved as to form by the City Attorney.

Section 2. Inasmuch as this ordinance is necessary for

*8*

the immediate preservation of the public health, peace and safety of the City of Portland in this: In order that the lease authorized in Section 1 of this ordinance for the purpose of facilitating state highway construction may be authorized without unnecessary delay, therefore, an emergency hereby is declared to exist and this ordinance shall be in force and effect from and after its passage by the Council.

Passed by the Council MAR 20 1963

  
Mayor of the City of Portland  
PRESIDENT OF THE COUNCIL AND ACTING

Attest:

  
Auditor of the City of Portland

Commissioner Grayson  
March 14, 1963  
RLH/fg



BUREAU OF TRAFFIC ENGINEERING  
INTRA-OFFICE ROUTE SLIP

FROM: 2

DATE: 3-4-64

TO:

☐ Staff  
☐ Ahern  
☐ Barbur & Parks  
☐ Bergstrom  
☐ Burdette  
☐ Cressy  
☐ Herrle  
☐ James  
☐ Kosta  
☐ Kriger  
☐ Magin  
☐ Martini  
☐ Meyers  
☐ Neely  
☐ Nolen  
☐ Nolf  
☐ Parks, Dale  
☐ Shields  
☐ Sickler  
☐ Simmons  
☐ Speer  
☐ Stockmann  
☐ Townsend  
☐ Weller  
☒ Wilson, J.

☐ CIRCULATE  
☐ INITIAL  
☐ FILE  
☐ FOR YOUR APPROVAL  
☐ FOR YOUR INFORMATION  
☐ ORDER  
☐ PREPARE ANSWER  
☐ RETURN ATTACHED ITEM  
☐ TO  
☐ SEE ME  
☐ INVESTIGATE & REPORT  
☐ PLEASE PROCESS

490 570  
210 130  
700 700

What would a  
hoop or pressure  
det cost?

\$700.00 for either.  
Compl 27347-SW Broadway Dr.  
WO# 77752 issued March 11, 1964  
for pressure detectors JKW.

SIGNAL SHOP

☐ Hood  
☐ Lent  
☐ Mealey  
☐ Pjesky  
☐ Rolph  
☐ Smith  
☐ Wilson, L.

PARKING METER SHOP

☐ Carrington  
☐ Fancher  
☐ Howell  
☐ Laine  
☐ Larson  
☐ Schmadeke  
☐ Thompson

completed  
11/13/64

☐ Traffic Safety Comm.

☐ Meter Maids

HEIMS & TURTLEDOVE, INC.



Advertising • Marketing • Public Relations

1424 S.W. 12th Avenue • Portland 1, Oregon

CApitol 6-3581

January 28, 1964

Mr. W. J. Weller  
Traffic Engineer  
City of Portland  
420 SW Main St.  
Portland, Oregon

JAN 30 1964  
BUREAU OF  
TRAFFIC ENGINEERING

W. A. B.

Dear Mr. Weller:

I am a property owner at 2638 SW Buckingham Avenue.

I sometimes use, and my family frequently has to use, the intersection of SW Hoffman at Broadway Drive.

I am aware that the city has expended considerable money and ingenuity in creating a special traffic signal at that intersection. Unfortunately, this does not often work correctly--that is, it blinks when in fact a car is coming up or down Broadway Drive, or vice versa.

This uncertainty creates a potentially dangerous situation, for once a driver knows that the signal may be inaccurate at that particular moment, he has no choice but to take bad risk. No matter how prudent he is, he can't see up or down Broadway Drive, so he has to plunge in. The risk is considerable--as I discovered this morning (not for the first time), when, while entering on the blinking light, I came very close to being destroyed by a car (not a small one) proceeding down Broadway Drive at a reasonable speed. Had there been an accident, it would have been serious; yet neither driver would have honestly been at fault.

I am therefore proposing again that a polished steel mirror be placed in such a way that a driver coming down Hoffman would be able to see both up and down Broadway Drive. As I know from my experience in Europe, this will work. I believe it would also have these advantages:

1. Relatively small installation cost to the city
2. Elimination of all maintenance costs and complaints on non-functioning.
3. Placing of responsibility on the individual driver, where it belongs and not, in case of accident, on the city.

I realize that the problem of vandalism and temperamental taxpayers must be faced by your department. However, I believe that a steel mirror can be placed in such a way that it is actually freer from potential vandalism



Service Offices: San Francisco, Los Angeles, New York,

33 other cities through National Federation of Advertising Agencies



Mr. W. J. Weller

-2-

January 28, 1964

than the present blinker. As for the citizens of the area, any action taken along these lines will have my support--and I do not believe that I will represent a party of one.

Sincerely yours,

A handwritten signature in dark ink, appearing to read "Harry L. Turtledove", written in a cursive style.

Harry L. Turtledove  
Executive Vice President

HLT:tjb

P. S. I would like to suggest a similar mirror as the only solution to another mounting problem--rounding the curve of the Castle on Buckingham. This, too, is a completely blind curve, and the increasing amount of street parking--attributable, perhaps, to the fact that this is an area in which the city does not seem to be too interested in enforcing its zoning regulations so that single family residential structures do not in fact become multiple-family dwellings--leaves no room for maneuvering if two moving cars arrive at the same spot almost simultaneously.

## TRANSMITTAL SLIP

DATE

COOPER	BRIDGE	OFFICE ENGR.	SHOPS
PAXSON	CONSTRUCTION	PARKS	SIGNS
STEPHENSON	COUNTY AND CITY	PERMITS	TRAFFIC
PORTER	DATA PROCESSING	PERSONNEL	TRAVEL
EDWARDS	LABORATORY	RADIO	WEIGHMASTER
WOLFE	LEGAL	RIGHT OF WAY	FILES
ACCOUNTING	MAINTENANCE	SECRETARY	MAIL
			DIVISION <input type="checkbox"/>

ATTENTION:

FROM:

ACTION

- |   |   |
|---|---|
| <input type="checkbox"/> NOTE AND FILE            | <input type="checkbox"/> PREPARE REPLY FOR MY SIGNATURE |
| <input type="checkbox"/> NOTE AND RETURN TO ME    | <input type="checkbox"/> TAKE APPROPRIATE ACTION        |
| <input type="checkbox"/> RETURN WITH MORE DETAILS | <input type="checkbox"/> PER YOUR REQUEST               |
| <input type="checkbox"/> NOTE AND SEE ME          | <input type="checkbox"/> SIGNATURE                      |
| <input type="checkbox"/> PLEASE ANSWER            | <input type="checkbox"/> FOR YOUR INFORMATION           |
| <input type="checkbox"/> FOR YOUR APPROVAL        | <input type="checkbox"/> INVESTIGATE                    |

COMMENTS



Salem, Oregon  
May 24, 1961

Mirror Experiments

Val Johnson  
Traffic Control Engineer  
OFFICE

*Waller*

You recently authorized me to explore the possibility of using a mirror at Third and Davis Streets in Portland, to alleviate an adverse sight distance problem. In connection there with, a 24 inch square flat glass mirror was purchased for experimental purposes. The purpose of this letter is to report the findings of our experiments to date.

Another man and myself took some mirror readings at the above intersection during both the hours of daylight and darkness. Equipment used consisted of the mirror, car and a ladder. The car and ladder were used at different times to elevate the man holding the mirror. Neither proved to successful due to the ramp radiant at this location and it finally became necessary to mount a fire escape to obtain the desired mirror height. In the course of the investigation at this particular location, it was found that the desirable mirror height was about 25 feet above the pavement level. At this height, a viewing distance of 170 feet was possible from the normal stop position on the east leg of Davis Street. Readings taken above or below this point yielded a shorter viewing distance. At another location, the optimum mirror height might be considerably higher or lower than 25 feet, depending on the geometrics at the location in question.

During the hours of darkness, it was virtually impossible to position the mirror in a proper reflection position. It was possible, however, to determine that head light glare did not appear to be a problem with the mirror 25 feet up. At lesser heights, head light glare becomes more of a problem, and here again I believe each location would have a different critical height, insofar as head light glare is concerned.

It was further observed both during the day and night that a flat surfaced mirror such as was used is extremely sensitive in that the slightest movement shifts the viewers line of vision materially. Also, distortion sets in when the reflection angle becomes too great, say 100 to 120 degrees. Perhaps a slightly curved surface mirror, which would tend to produce a wider angle of vision, would be less sensitive in these particular areas.

RECEIVED

FEB 25 1964

OFFICE OF

W.A.B.



May 24, 1961

So far as mirror material for an actual installation is concerned, I believe we can rule out glass due to its vulnerability to vandalism. For a substitute, we first contacted Mr. Robert Nelson, Traffic Safety Supply, he suggested buffing aluminum to a mere finish or having chrome applied to aluminum.

We had a small piece of aluminum buffed to a so call mere finish here at our shops in Salem. This did not turn out very well, thus this idea was discarded.

Next, a check was made with the American Plating Company on SE Sixth Street in Portland, to determine the feasibility of chrome. These people advised that it is impossible to apply chrome to a large surface (16 square feet). For a reflected piece of material that large, they suggested we explore the stainless steel field and recommended a contact with the ESCO people out on NE Vaughan Street in Portland.

At ESCO, we discussed this problem with a Mr. W. B. Zink, He about had us sold on using polished stainless steel when his boss walked in and poured cold water on the idea. His boss indicated that a railroad company had made such an installation and it had not proved successful owing to discoloration of material in a short time. He also advised of a party who had used chrome, but had difficulty with distortion due to the lack of complete rigidity in the support assembly.

The ESCO people said that a 16 foot square piece of material could be chromed, and suggested the Rose City Plating Company in the event we wished to try chrome. This, you will note, is in direct contradiction with American Plating advises regarding chrome.

Subsequently, I have talked with a person who had a jeweler apply some chemical to a piece of stainless steel some 20 years ago to curb discoloration, and it has not under gone any discoloration since. Thus, it would appear that not withstanding the railroad company's experience as related by the ESCO people, there probably is a way to overcome discoloration and polish stainless steel.

As you can see this subject needs considerably more study before it can be made operational. Perhaps, this could be given to someone in the department as a research project. If this is done, I would suggest these items as starting points. First, a more practical test set up would have to be devised. In order to find the optimum location and position for a mirror installation, it would be necessary to devise some machinery which will hold the mirror and a frame and furnish vertical and angular control in a stable manner. Perhaps if the frame holding the mirror were mounted on a ball and socket assembly and this set on a pipe which could be raised or lowered, a workable solution could be found for testing purposes. A ladder truck would be necessary counterpart for this equipment.



May 24, 1961

Now, as the size of test mirror, it is suggested that a mirror larger than 24 inches square be used. Based on our experiences, a mirror about six feet high and four feet wide would be better and that it would reflect a longer section of roadway. (with a 24 inch square mirror we could only see about 100 feet of roadway).

As to material, it would be best if the test material were the same type as the actual installation. Also, it would be well to test a mirror with a slight curve on the surface for reasons mentioned earlier.

To minimize distortion, a mirror material must first be extremely rigid, or mounted on a rigid base. Experimentation could then show what the maximum reflection angle could be without introducing distortion.

As I have said, these are ideas only which may be of some use in case it is deemed advisable to continue this project. I would appreciate your thoughts on the subject.

Dennis L. Peterson  
Division Traffic Engineer

DLP:cs



FJN

# TRAFFIC COUNT TAB

Date 2/17/64Day MONDAYWeather RAINON S.W. BROADWAY DRIVEON S.W. HOFFMAN

E/Hoffman

W/Hoffman

N/Broadway Dr.

DIRECT- TIME ION	WB	EB	N & SB
A.M.			
7-8	37	153	19
8-9	86	240	18
9-10	56	147	9
10-11	51	75	10
11-12	81	60	19
P.M.			
12-1	110	79	19
1-2	53	58	20
2-3	87	75	16
3-4	107	87	23
4-5	176	82	30
5-6	299	67	37
6-7	129	84	25
7-8	74	70	16
8-9	75	97	21
9-10	103	26	18
10-11	143	26	25
11-12	53	13	9
A.M.			
12-1	17	4	4
1-2	6	3	2
2-3	9	2	2
3-4	3	3	1
4-5	3	0	0
5-6	4	1	0
6-7	4	26	7
TOTAL	1766	1478	350
GRAND TOTAL	3244		



February 6, 1963

MEETING IN COMMISSIONER BOWES'S OFFICE  
RE: S.W. BROADWAY DR. REALIGNMENT.

Commissioner Bowes,  
L. H. Rosenthal  
W. J. Weller  
Carl Short  
Mario J. Martini

Mr. Rosenthal and Mr. Short brought up the fact that Mr. Lord objected to deed more property than he was acquiring. Also presented drawings of this proposal. Traffic Engineering insisted on our plan as proposed.

The Commissioner will have a meeting with Mr. Lord and Mr. Davidson probably later in the day. Will notify us of meeting.

*File  
S.W. Broadway Grant  
[Signature]*



## Office Building Wins City Okay

*Rep 11/31/63*  
A zone change has been granted by the city council to allow construction of a \$300,000 office building to house headquarters of Evans Products Co., national plywood and building products firm.

The one-story structure, with basement and provision for a second floor, will go up at the head of SW Grant, where SW Broadway dr. comes down from the West Hills.

W D



from the

DATE January 29, 1963

BUREAU OF TRAFFIC ENGINEERING

TO Capt. John Pittenger ATTN: Officer R. Harms #38  
Police Traffic

FOR YOUR ATTENTION AND REPLY

X FOR YOUR INFORMATION

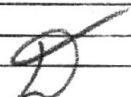
PLEASE INVESTIGATE AND REPORT

PLEASE ANSWER OR ARRANGE

Note: Re. Officer's Report dated 1/7/63 concerning traffic hazard due to parking on both sides of S.W. Broadway Drive from Sherman to Hoffman, we wish to advise that on 1-25-63 "No Parking At Any Time" signs were installed on the east side of S.W. Broadway Drive south of Grant Street. We trust this will alleviate the hazard which existed at this location. Thank you for bringing this matter to our attention.

Yours very truly,

W. J. WELLER  
Traffic Engineer

  
W:tpj:jf

2:03 PM 1/7/63 B 10

CITY OF PORTLAND, OREGON

CC TRAFFIC ENGINEERS OFFICE

DEPARTMENT OF PUBLIC SAFETY

BUREAU OF POLICE

## OFFICER'S REPORT

SUBJECT \_\_\_\_\_

No. LHTIME 2:03 PMCAPTAIN PITTENGER 1/7/63, 19

RE: PARKING ON SW BROADWAY DRIVE FROM SW SHERMAN TO SW HOFFMAN

SIR: RADIO CALL APPROX 1:30 PM THIS DATE TO THE ASIDE LOCATION REGARDING PARKING ON BOTH SIDES OF THE STREET. UPON ARRIVAL, FOUND SEVERAL CARS PARKED ON THE WEST SIDE OF BROADWAY DRIVE AND SEVERAL ON THE EAST SIDE. THEY WERE PARKED ON THE SHOULDER OF THE ROAD WHICH IS JUST WIDE ENOUGH FOR ONE VEHICLE AND WHEN CARS ARE PARKED ON BOTH SIDES OF THIS ROAD, IT BECOMES A VERY NARROW TRAFFIC HAZARD. REQUEST THAT NO PARKING SIGNS BE PUT ON EAST OR WEST SIDE OF BROADWAY DRIVE TO PREVENT THIS PARKING. FROM SW SHERMAN TO SW HOFFMAN.

RESP. R. ~~XXXX~~ HARMS 38

DAYS, DIST 329, TAFFIC

DT 1/7/63 3:20 PM

*Compl. # 22 928 & 23918*



STAFF REPORT

Petition 4247

Zoning Committee: January 22, 1963

Applicant: Nathan Costanzo Estate, by Carl Costanzo, deed holder, 825 SW Broadway Drive; State Construction Corp., optional purchaser by David E. Mazzecco and Richard L. Weir, 218 Builders Exchange Building

Zone Change Request: R10 to A2.5

*Approved with conditions*

Location: SW Commonwealth Avenue and SW Broadway Drive

Legal Description: That portion of Tax Lot 51 now in Zone R10, Section 9, T1S, R1E, W.M.

Petition Percentage: 73%

Quarter Section: 3328

Staff Recommendation: Approval of A2.5 for all except the north 96 feet of the west 187 feet fronting on SW Canning Street, with the condition that the applicant dedicate land to widen SW Commonwealth Avenue to 40 feet and extend it across Tax Lot 51 to SW Broadway Drive.

Applicant's Proposal: The applicant proposes to construct 14 buildings containing a total of 50 apartments on the whole area of Tax Lot 51, Sec. 9, T1S, R1E, W.M., a southerly portion of which is now in A1 zoning. Five buildings with 20 units would be constructed in the A1 zoning and 9 buildings containing 30 units would be constructed in the requested A2.5 zoning and a small portion of the A1.

Calculations made by the staff show a total area of approximately 142,900 square feet, 68,900 in A1 zoning and 74,000 now in R10 and proposed to be A2.5. Based on these figures the applicant could have approximately 68 units in A1 zoning and approximately 29 units in A2.5 zoning if the area now zoned R10 were zoned A2.5.

SW Commonwealth Avenue does not extend through to SW Broadway Drive. The applicant proposes to extend it through as a private road. The applicant further proposes to have the parking in the front yard adjacent to both the private road and SW Commonwealth Avenue. The parking areas would be so situated that the users would have to back into the street which is only a 30-foot dedication. The parking areas for units on SW Canning Street also would be situated in the front yard with backing into SW Canning Street, which is an unimproved 30-foot dedicated street. Parking in the front yard is prohibited by the Zoning Code. The applicant's plan shows no screening as required for parking areas as required in Article 36.

The applicant shows parking for 20 cars in the existing A1, although only 15 spaces would be required---under Section 6-1503 (b), requiring three (3) spaces per four (4) dwelling units. The applicant shows 34 spaces for 30 units in the requested A2.5 and a portion of the A1, exceeding the requirement of one space per unit.

Other Considerations: This property is quite steep with an elevation of about 500 feet at SW Canning Street and SW Chelmsford Avenue and about 380 feet due south on SW Broadway Drive, or a drop of about 120 feet in 350 feet, a 34% grade. It has not been developed with single-family residences because of the steep grade.

Surrounding Conditions: The lower part of this property is zoned A1 while the upper part is zoned R10. The surrounding area to the north and west is in single-family residential use with some vacant property. There is a single-family residence in the middle of the proposed development on Tax Lot 88. Under the old Code Tax Lot 51 was entirely in Zone II except for the north 100 feet which was in Zone I.

History: Initially the applicant requested A1 zoning, and proposed a total of 54 units in the existing A1 and the zone change area. This request was considered at the January 8, 1963 meeting but action was deferred and the staff directed obtain a report from the Traffic Engineer and to review the staff recommendation. The applicant has since reduced his request to A2.5 and proposes a total of 50 units, 20 units in the existing A1 and 30 in the zone change area and a portion of the existing A1.

Reasons for Recommendation: Reasons for the staff recommendation are as follows:

1. Denial of A2.5 zoning on the north 96 feet of the west 187 feet is recommended because this area fronts on SW Canning in the R10 Zone on the hillside and can and should be developed with two single-family residences.
2. Approval of A2.5 on the remainder with a condition requiring 40' street dedication is recommended as a reasonable transition between A1 to the south and R10 to the north, and to encourage development of this steep property. The street dedication is needed to ensure adequate access for apartment development on this steep slope, and the R10 area above.

DDC:r



January 21, 1963

Bureau of Traffic Engineering

Planning Commission

Mr. Dale Cannady, Asst. Planning Director

Zone Change Petition No. 4247

Dear Mr. Cannady:

In reply to your request of January 16th, this office has investigated the proposed zone change for David E. Mazzocco and Richard L. Weir, for A2.5 zoning on that portion of Tax Lot 51 now in Zone R10,  $\frac{1}{4}$  section 3328.


We have no objection to this proposal, however it is recommended that the extension of S.W. Commonwealth Avenue be dedicated to the City, and that the right-of-way be increased to a minimum of 33 feet for the full length of S.W. Commonwealth Avenue within the development.

It is further recommended that this section of S.W. Commonwealth Avenue be improved with a 24 foot roadway between curbs, and a walk area on the north side (at the property owner's expense).

We are returning herewith the preliminary plans for this development which were forwarded by your office.

Yours very truly,

W. J. WELLER  
Traffic Engineer

  
W:MJM:mls

Encl.

*Delivered personally  
by mjm.*

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

January 16, 1963

From Dept. of      Public Works -- Planning Commission  
To Dept. of        Public Works -- Traffic Engineering  
Addressed to      Mr. William J. Weller, Traffic Engineer  
Subject            Zone Change Petition No. 4247

Dear Mr. Weller:

At its January 22, 1963 meeting the Planning Commission will consider the request (Petition 4247) of the Nathan Costanzo Estate, by Carl Costanzo, deed holder, and optional purchaser State Construction Corp., by David E. Mazzecco and Richard L. Weir, for A2.5 zoning on that portion of Tax Lot 51 now in Zone R10, Section 9, T1S, R1E, W.M.

The Commission would appreciate a report from you on the above date regarding the effect of the applicant's proposal on traffic and parking conditions in the surrounding area.

Plans submitted by the applicant are available in the Commission's office. Your attention is directed to the fact that the applicant proposes a private road as a southwesterly extension of SW Commonwealth Avenue to SW Broadway Drive.

Your assistance in this matter will be appreciated.

Sincerely yours,

*Dale D. Cannady*  
Dale D. Cannady  
Assistant Planning Director

DDC:r

RECEIVED

JAN 18 1963

BUREAU OF  
TRAFFIC ENGINEERING



## STAFF REPORT

Petition 4247

Zoning Committee: January 8, 1963

Applicant: Nathan Costanzo Estate, deed holder, by Carl Costanzo, executor, 825 SW Broadway Drive; State Construction Corp., optional purchaser, by David E. Mazzecco and Richard L. Weir, 218 Builders Exchange Building

Zone Change Request: R10 to A1

Location: SW Commonwealth Avenue and SW Broadway Drive

Legal Description: That portion of Tax Lot 51 not now in Zone A1, Section 9, T1S, R1E, W.M.

Petition Percentage: 73%

Quarter Section: 3328

Staff Recommendation: Denial of A1 as requested. Approval of A2.5 for that portion bounded on the south by SW Commonwealth Avenue and a proposed extension thereof shown on the applicant's plan, less the north 96 feet of the west 187 feet of Tax Lot 51, with the condition that an extension of SW Commonwealth Avenue is dedicated for street purposes.

Applicant's Proposal: The applicant proposes to construct 15 buildings containing a total of 53 apartments on the whole area of Tax Lot 51, Sec. 9, T1S, R1E, W.M.

Code Considerations: According to the County Assessor's records, this property contains 2.98 acres or approximately 129,800 square feet. Planimeter calculations made by the staff show a total area of approximately 147,500 square feet. Taking the smaller calculation, the applicant could have approximately 129 units if the entire area were in A1 zoning and approximately 52 units in A2.5 zoning if the entire area were zoned A2.5.

SW Commonwealth Avenue does not extend through to SW Broadway Drive. The applicant proposes to extend it through as a private road. The applicant further proposes to have the parking in the front yard adjacent to both the private road and SW Commonwealth Avenue. The parking areas would be so situated that the users would have to back into the street which is only a 30 foot dedication. The parking areas for units on SW Canning Street also would be situated in the front yard with backing into SW Canning Street, which is an unimproved 30 foot dedicated street. Parking in the front yard is prohibited by the Zoning Code. The applicant's plan shows no screening as required for parking areas as required in Article 36.

*Parking shall be so situated that a vehicle will be able to drive on and off property without backing*

The applicant shows parking for 58 cars although only 43 spaces would be required. Under Section 6-1503 (b) three (3) spaces per four (4) dwelling units are required.

Other Considerations: This property is quite steep with an elevation of about 500 feet at SW Canning Street and SW Chelmsford Avenue and about 380 feet due south on SW Broadway Drive, or a drop of about 120 feet in 350 feet, a 34% grade.

Surrounding Conditions: The lower part of this property is zoned A1 while the upper part is zoned R10. The surrounding area is in single-family residential use with some vacant property. There is a single-family residence in the middle of the proposed development on Tax Lot 88. Under the old Code the property was in Zone II except for the north 100 feet which was Zone I.

Reasons for Recommendation: Reasons for the staff recommendation are as follows:

1. Denial of A1 zoning on the north 96 feet of the west 187 feet is recommended because this area fronts on SW Canning in the R10 Zone on the hillside.
2. Denial of A1 but approval of A2.5 on the portion north of SW Commonwealth and the proposed extension thereof with a condition requiring street dedication is recommended as a reasonable transition between A1 to the south and R10 to the north. The street dedication is needed to ensure adequate access for apartment development.

DDC:r

*Texas and Virginia*



# PORTLAND CITY PLANNING COMMISSION

MAIL: 414 CITY HALL    PORTLAND 4, OREGON    OFFICE: 424 S.W. MAIN STREET • CAPITOL 8-6141

J. H. SROUFE, President

CHARLES MCKINLEY

H. LOREN THOMPSON

GLENN STANTON

LEWIS G. PRICHARD

NEIL R. KOCHENDOERFER

WILLIAM A. BOWES,

Commissioner, Department of Public Works

L. V. WINDNAGLE, Vice President

GORDON C. DUDLEY

HERBERT M. CLARK, JR.

LLOYD T. KEEFE, Planning Director

DALE D. CANNADY, Assistant Director

December 12, 1962

City Council  
Portland, Oregon

Petition 4223

Gentlemen:

Submitted herewith is the report of the City Planning Commission regarding the zone change request initiated by Council on November 1, 1962 and described as follows:

Applicant: F. G. Westfall, Room 122, 2035 SW 58th Avenue, contract purchaser; Chester O. and Ruby Gunther, Jerome C. and Bernice P. Gunther, Preston W. and Dorothy H. Gunther, deed holders of Tax Lot 37; Marie A. Gunther, deed holder of the remainder of the property

Zone Change Request: A0 and A2.5 to C2

Commission Meeting: 11-30-62

Location: Southwest Grant Street and SW Broadway Drive

Legal Description: Tax Lots 37 and 38, Section 4, 1S, 1E, Tax Lot 1, W 1/2 of Lots 7 and 8 and the westerly 82 feet of Lots 5 and 6, all in Block 37, Caruthers Addition

Petition Percentage: Council initiation

Quarter Section: 3228

Commission Recommendation: Approval subject to the following conditions:

1. The east 85 feet of the south 31 feet of Lot 4, Block 37, Caruthers Addition, shall be dedicated for the realignment of Broadway Drive.
2. The zone change shall be granted for the easterly portion of the property only from a line parallel with and 275 feet westerly from the easterly line of Block 37, Caruthers Addition.

The Planning Commission further recommends that Council initiate proceedings for the vacation of the westerly 38.42 feet of the end of SW Grant Street in exchange for the dedication noted above. This portion of SW Grant Street lies entirely within the applicant's property.

Acceptance: Transmitted herewith is a letter from the applicant accepting the conditions listed above.

Applicant's Proposal: The applicant proposes to construct a two-story office building with 18,000 square feet of office space on the second floor, parking for 21 cars plus 9,000 square feet of office and storage space on the ground floor, and 36 additional parking spaces on the site.

Code Considerations: The applicant's proposal appears to meet all code requirements for zone C2 except screening between the parking lots and the adjoining A2.5 and A0 zones as required by Section 6-3603 of the Planning and Zoning Code.

Surrounding Conditions: The applicant's property consists of an irregular parcel fronting on SW Broadway Drive and the westerly ends of SE Grant Street and SW Lincoln Street. The property has a moderate slope in the easterly portion where the building is to be located with the grade increasing considerably to the west. Almost entirely surrounding the applicant's tract is a large parcel under a combined ownership, the principals of which intend to develop as a single development. This surrounding property is predominantly very steep hillside land with the only practical points of access being from SW Cardinell Drive, the end of SW Park Avenue, and the end of SW Lincoln Street. Consequently, appropriate development of this surrounding parcel, because of the steep slope and the location of existing buildings, is greatly dependent upon development of the applicant's property in such a manner as not to preclude good access from SW Lincoln Street.

The route of the Stadium Freeway along the foot of the hill and less than 200 feet from the applicant's property coupled with the extreme topography of the hill leaves only this property and a limited additional area to the east as being level enough for commercial development, but not presently commercially zoned.

History: In February, 1962, the applicant attempted to circulate a petition for change of zone on his property. He was unsuccessful in this effort since the owners of the large parcel nearly surrounding his property were at that time engaged in a feasibility study of their property to determine the most appropriate means of development and declined to sign the applicant's petition until such time as they had an understanding of their own development needs.



On November 1, 1962 the Council initiated the desired zone change in an effort to expedite matters. Since that initiation there have been several meetings between the various property owners involved and the problems of access have been reconciled to the mutual satisfaction of all parties.

Reasons for Recommendation: Zone C2 on the easterly portion of the property with provision for the realignment of SW Broadway is recommended for the following reasons:

1. The applicant's property and some additional land to the east represent the only locations between the Freeway and the hill both level enough and with access satisfactory for commercial development that are not now in a commercial zone.
2. The westerly portion of the property is quite steep and would most properly be developed with hillside apartments coordinated with the surrounding property. The applicant has no plans at this time for developing the westerly portion of his property.
3. The applicant's proposal will constitute a considerable traffic generator located right at the difficult intersection of SW Broadway Drive and SW Grant Street. Realignment of SW Broadway Drive to improve sight distances and eliminate the sharp curve in accordance with the plans of the Traffic Engineer is necessary to avoid creation of a severe hazard.

Returned herewith is Council Calendar No. 2548, being a communication from C. Girard Davidson regarding the proposed zone change requested by Evans Products Company at the south end of the Park Blocks between SW Broadway and Cardinell Drive. Since the above described zone change is being processed because of the agreement referred to between the property owners, this communication may be placed on file.

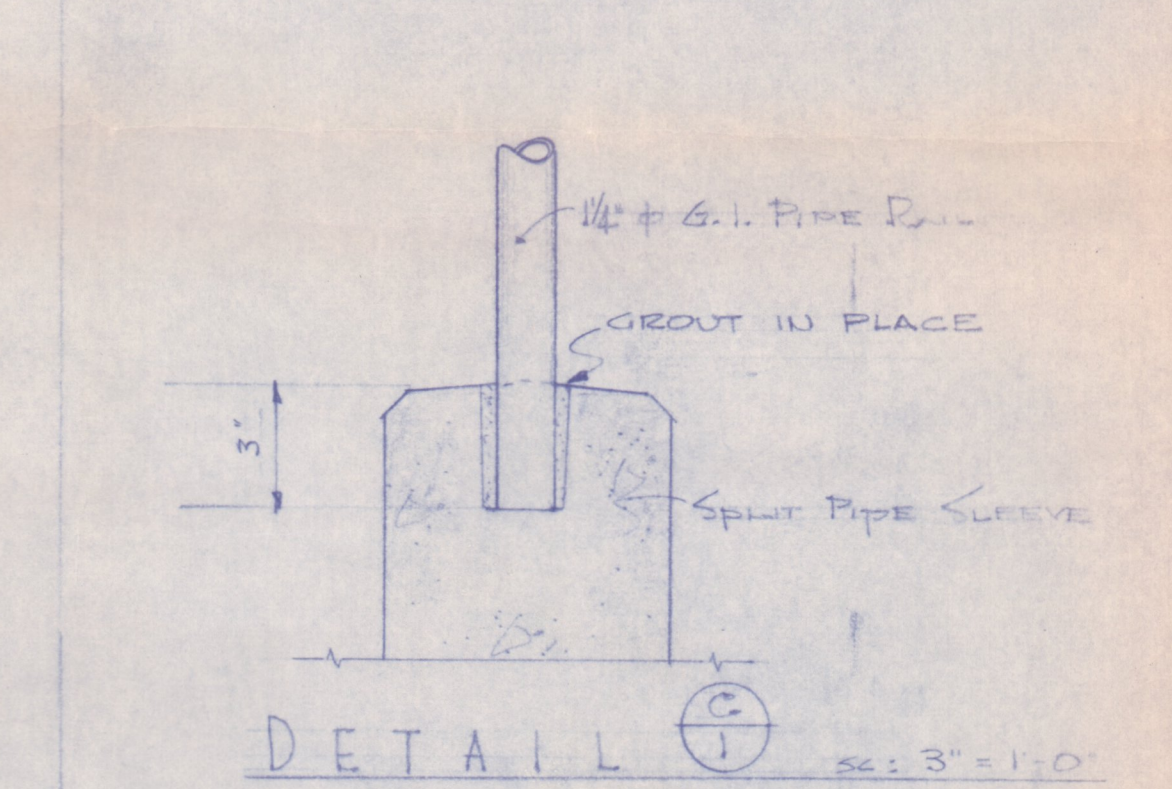
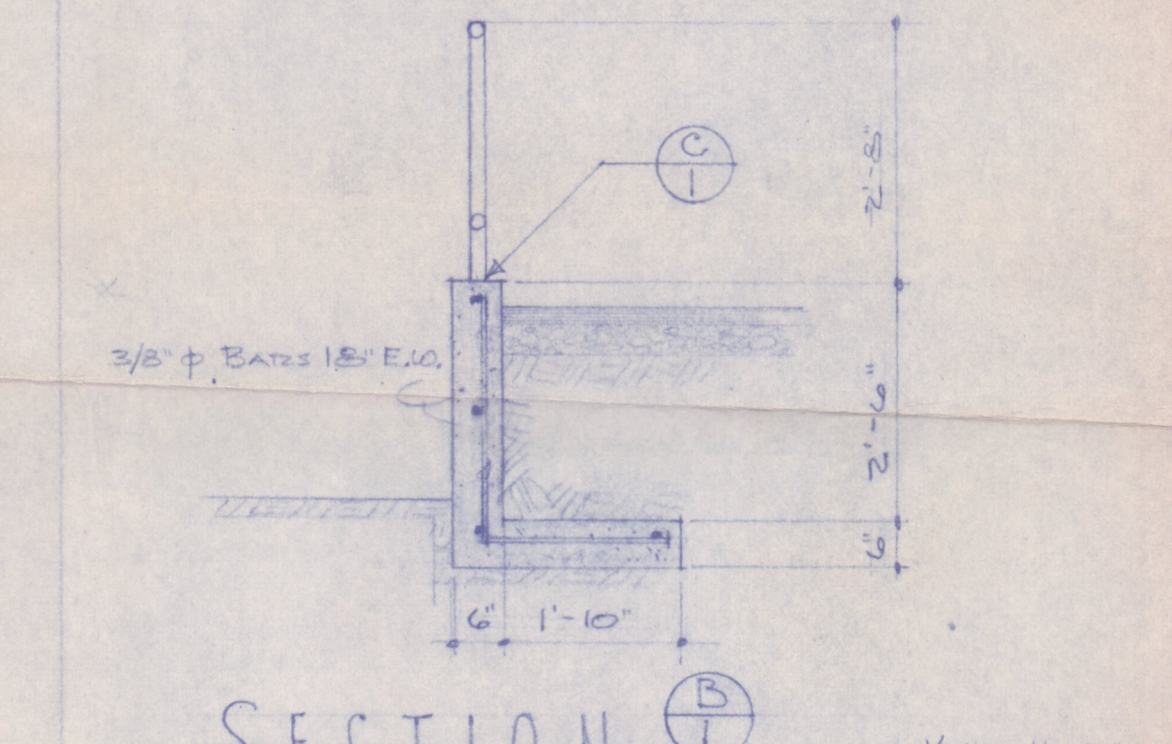
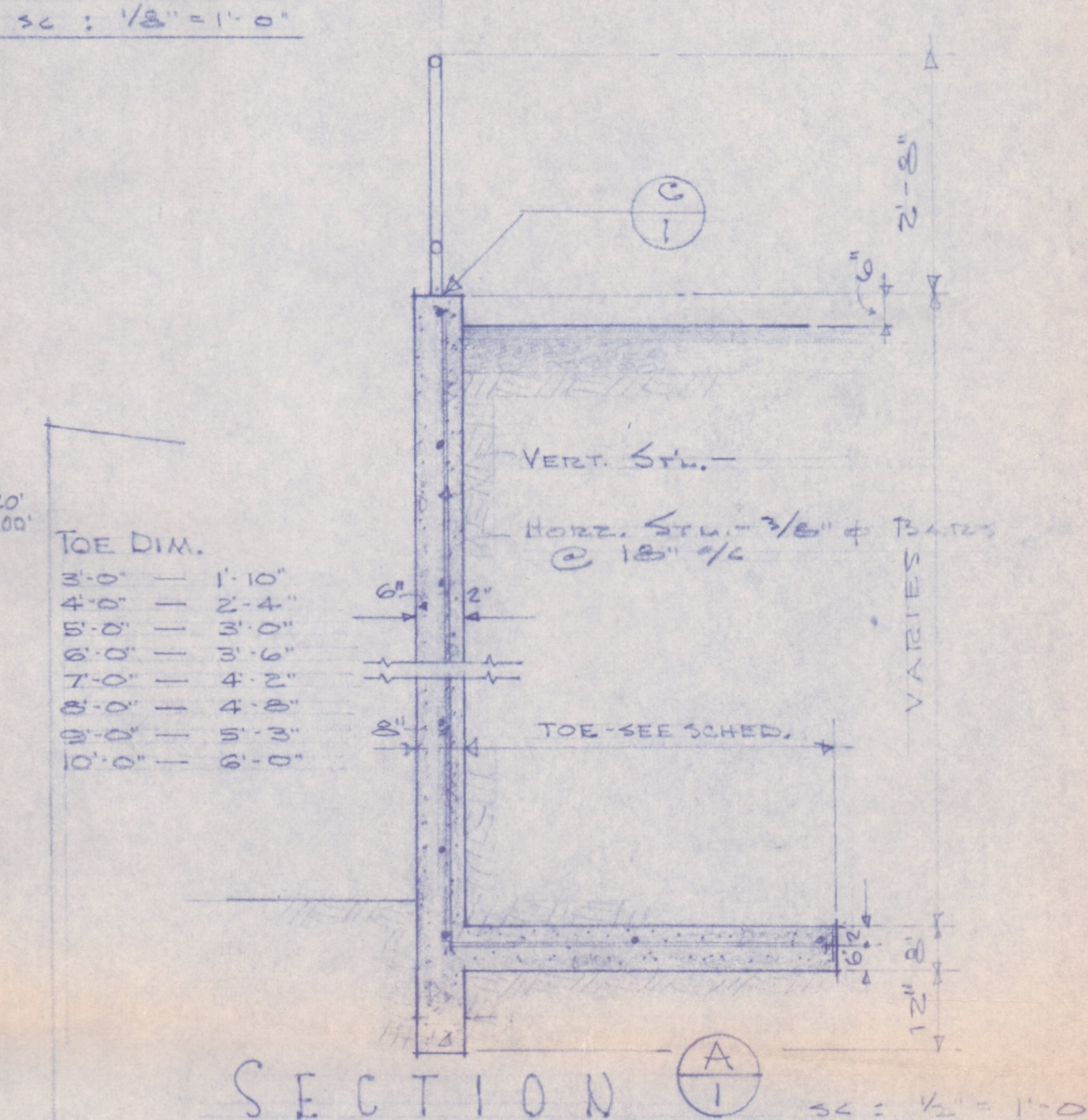
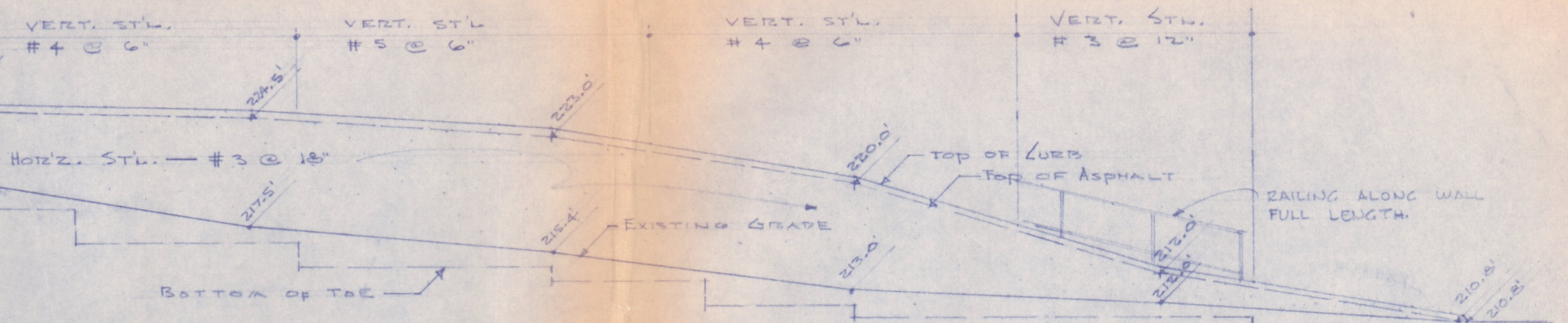
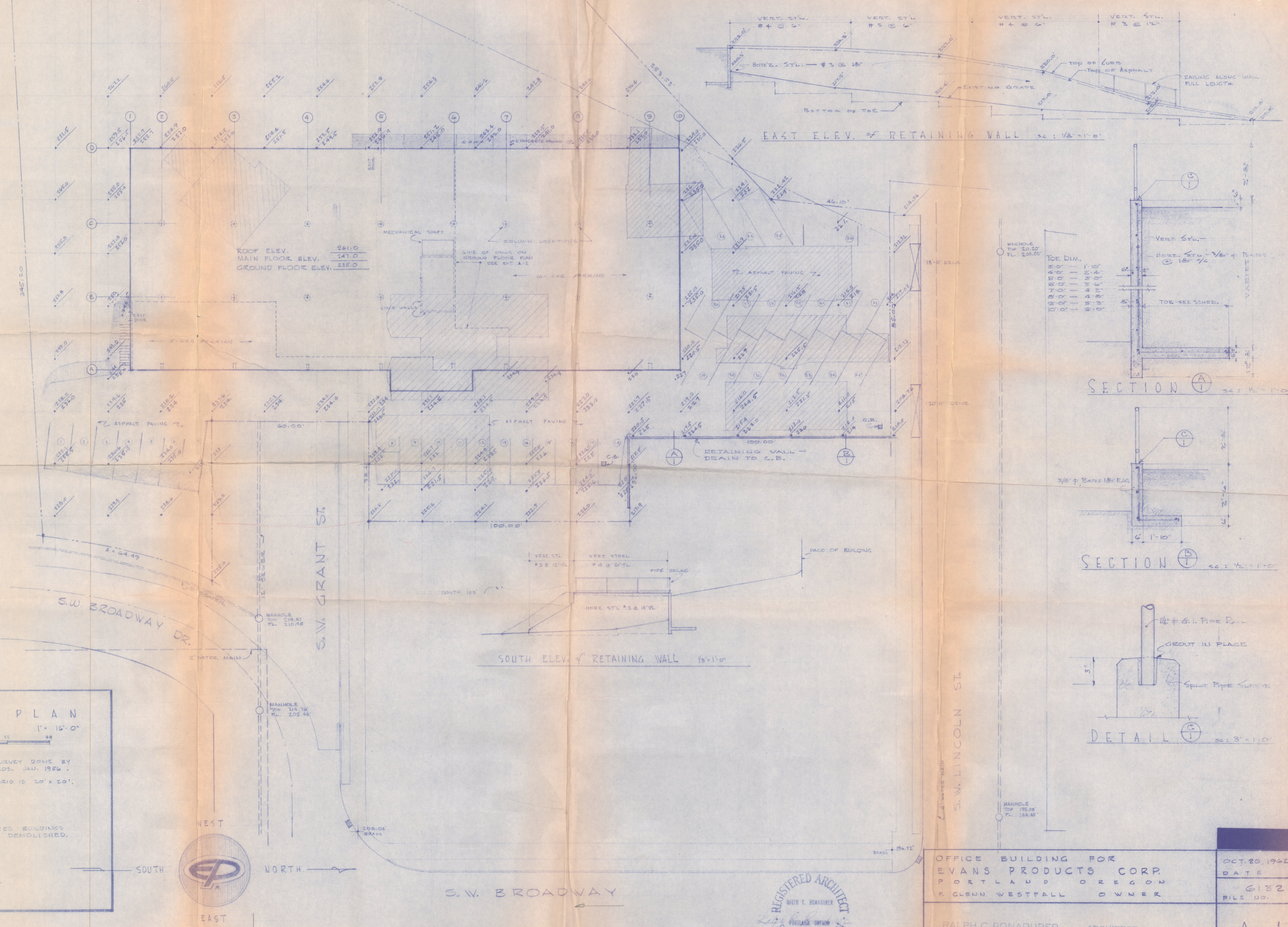
Respectfully submitted,



Lloyd T. Keefe  
Planning Director

FNF:r  
Encls.





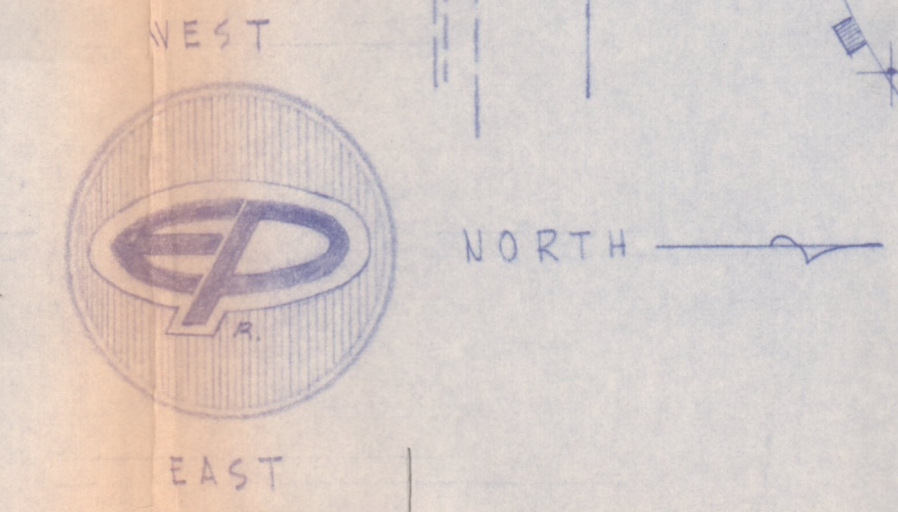
**PLOT PLAN**  
**SCALE 1" = 16'-0"**

0 4 8 12 16 20 24 28 32 36 40

DRAWN FROM SURVEY DONE BY THE MARSHALL BROS. JAN. 1956.  
 THE INDICATED GRID IS 20' X 20'.  
 SEE SURVEY.

EXISTING GRADES.

INDICATES BUILDINGS TO BE DEMOLISHED.



REGISTERED ARCHITECT  
 RALPH C. BONADURER  
 PORTLAND, OREGON  
 STATE OF OREGON

OFFICE BUILDING FOR  
**EVANS PRODUCTS CORP.**  
 PORTLAND OREGON  
 F. GLENN WESTFALL OWNER

RALPH C. BONADURER  
 5705 N. E. SANDY BLVD.  
 ARCHITECT  
 PORTLAND 12, OREGON

OCT. 20, 1962  
 DATE  
 G132  
 FILE NO.  
 A 1



Traffic Engineering

November 27, 1962

Planning Commission

Mr. Lloyd Keefe

Zone Change S.W. Grant & Broadway Dr.

Dear Mr. Keefe:

As requested this Bureau has investigated zone change request No. 4223 relative to a zone change for a commercial building.

S.W. Broadway Drive and Grant St. are located near the future Foothills Freeway and will be effected somewhat by the change in traffic pattern.

The proposed plans for the Evans Products Bldg. shows egress from S.W. Grant. This development would generate traffic to the extent that it would be hazardous to enter S.W. Broadway Drive because of the limited sight distance to the north.

Therefore this Bureau recommends that sufficient property be acquired to provide adequate sight distance as shown on attached Drawing No. E-708-8. This realignment would also eliminate the sharp curve at the foot of S.W. Broadway Drive.

This Bureau has no objection to the vacation of that portion of S.W. Grant St. west of S.W. Broadway Drive.

Yours very truly,



W:MJM:vm

W. J. WELLER  
Traffic Engineer

Encl. (2)

EVANS PLANS

E-708-8

May 21, 1962

Mr. Samuel Jacobson  
Attorney at Law  
Oregon Bank Building  
319 S.W. Washington  
Portland 4, Oregon

Dear Mr. Jacobson:

In reply to your letter of May 16, 1962 in which you request information on the traffic signal at the intersection of S.W. Broadway Drive and Hoffman Street, we are enclosing a copy of our plan showing the signal head and detector locations.

Under normal operation, the signals for Broadway Drive would be flashing yellow and the signal for Hoffman Street would be flashing red. When a vehicle on Broadway Drive interrupts the magnetic field of either detector, it will cause the signal for Hoffman Street to change from flashing red to solid red. The signal for Broadway Drive will continue flashing yellow. The signals will remain in this condition for 12 seconds after the vehicle has left the magnetic field of the detector and will then return to flashing red for Hoffman Street. In the event that there is more than one vehicle on Broadway Drive, the signal for Hoffman Street will remain solid red for 12 seconds after the last vehicle has left the magnetic field of the detectors.

There was no trouble reported at this intersection between July 17, 1961 and May 1, 1962, and we must therefore assume that the signals were operating as previously described.



Mr. Samuel Jacobson

- 2 -

May 21, 1962

We trust that the information furnished on the preceding page will answer your inquiry.

Yours very truly,

W. J. WELLER  
Traffic Engineer

W:JKW:jf

*W.J.W.*

SAMUEL JACOBSON

*Attorney at Law*

OREGON BANK BUILDING  
319 S.W. WASHINGTON ST.  
PORTLAND 4, OREGON  
CA 3-1108

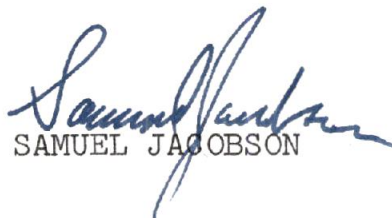
May 16, 1962

Mr. William Weller  
Traffic Engineer  
420 S. W. Main Street  
Portland, Oregon

Dear Mr. Weller:

Request is herewith made of the layout  
for the traffic signal installation at the  
intersection of S. W. Broadway Drive and S. W. Hoffman  
Street. A map showing the signals, the traffic signs  
and energizing electric coils will be appreciated.

Very truly yours,

  
SAMUEL JACOBSON

  
RECEIVED

MAY 17 1962

BUREAU OF  
TRAFFIC ENGINEERING



S.W. Bdwy. Dr.

September 8, 1960

Traffic Engineering

City Engineer

Mr. L. H. Rosenthal

S.W. Davenport Street & Broadway Drive

Dear Mr. Rosenthal:

We have had numerous complaints regarding a traffic problem involving visibility at the intersection of S.W. Davenport Street and Broadway Drive.


An investigation by this office shows that Davenport Street traffic as it enters the intersection of Broadway Drive is required to stop. Visibility to the east for Davenport Street traffic is good, being approximately 225 feet; however, the northeast City-owned corner should be paved to avoid the necessity of cutting the brush and grass several times a year.

There is no visibility to the west due to a high bank located in the northwest quadrant of this intersection. In order to enter this intersection, Davenport Street traffic must pull out and block the westbound lane of Broadway Drive to obtain visibility. This, in our opinion, is a hazardous movement.

We therefore request that your office investigate the possibility of cutting back the bank on the northwest corner to allow a minimum of 150-foot visibility to the west without entering the intersection.

Yours very truly,

W. J. WELLER  
Traffic Engineer

  
W:MJM:jf

  
1960 SEP 13

August 25<sup>d</sup>

1809 S. W. JACKSON S. REET  
PORTLAND 1, OREGON

Bureau of Traffic Engineering  
W. J. Miller.

Traffic Engineer - [W. A. B.]

Dear Mr. Miller.

Your letter of July 1<sup>st</sup> in  
reply to my letter of June 27<sup>th</sup>  
stated that you had asked  
the City Engineer to request  
to gate the possibility of  
cutting back the bank  
on the Northwest corner of  
Parumport and Broadway  
drive to increase the  
possibility for entering  
Broadway drive. Aside  
from cutting the grass  
on the Northeast corner -  
which doesn't really help  
the possibility to any  
extent - Nothing has been  
done to eliminate this



extremely hazardous inter-  
section. I am quite ready  
to go to whatever means  
necessary to obtain a  
signal of some sort to  
stop creeping traffic  
at this point on Broadway  
dunn. I and many of  
my friends use this street  
frequently and are well  
aware of the danger.  
No matter how slowly  
or carefully you enter  
which I do please tell me  
what I should do to  
obtain improvement of  
this dangerous situation.

Very truly  
**RECEIVED**  
Murray Hollister

**AUG 29 1960** Compl. # 19289

**BUREAU OF  
TRAFFIC ENGINEERING**

July 15, 1960

Mr. W. R. Lake, Jr.  
2515 S.E. Mail-Well Drive  
Portland 22, Oregon

Dear Mr. Lake:

Thank you for your letter of June 28 regarding the hazardous conditions at the locations you mentioned.

We are aware of the conditions existing on S.W. Davenport Street at Broadway Drive and orders have been issued to clear the northeast corner of the intersection of grass and brush.

The visibility problem due to the crest of the hill on S.W. 16th Avenue may be improved by removing the parking on the east side of the street. Since all the residences do not front on S.W. 16th Avenue in this block, there should be no hardship imposed on them by the parking removal on the east side.

The problem of speeding is, as you stated, the most difficult to solve. We will request that the Traffic Division of the Bureau of Police investigate this matter.

Thank you for bringing these traffic matters to our attention.

Yours very truly,

W. J. WELLER  
Traffic Engineer

W:MJM:jf  
cc: Police

W. A. B.



W. R. LAKE, JR.  
PORTLAND, OREGON

June 28, 1960

City of Portland  
Traffic Safety Commission  
526 S. W. Mill  
Portland, Oregon

*Miller*

Gentlemen:

*Compl.  
#19068  
S.W. Broadway  
Drive*

I should like to report, and, if funds are available, insist that the tall grass on the Northeast corner of S.W. Broadway and Davenport be cut down at regular intervals. This grass is now long enough that it obliterates vision of oncoming traffic when turning off of Davenport and onto Broadway Drive to either proceed up or down Broadway Drive. This is a very dangerous intersection at this time, and sooner or later will result in a bad accident unless action is taken.

*Compl.  
#19067  
W. 39092  
S.W. 16th*

Also, I wonder if it would be possible to paint the curb on both the West and East side of S.W. 16th, which is about 50 feet North of the intersection of S.W. 16th, S.W. Hawthorne Terrace and S.W. Davenport, to indicate "no parking at any time." The reason I bring this to your attention is the fact that at this particular point there is a crest of a hill, and for cars going either North or South, it is literally impossible to see whether someone is coming in the opposite direction, and there is usually always a car parked on both sides of the street just at the crest of the hill, thus allowing passageway for one car only. This, too, is a potential accident situation, but with either a sign or a little yellow paint on the curb to indicate "no parking," I am sure this hazard could be averted.

*Compl.  
#19069  
S.W. Vista*

Lastly, and a problem which is a lot more difficult as compared to the first two insofar as the solution is concerned, I wonder what can be done regarding the traffic speed which exists on S.W. Vista Avenue between S.W. Clifton and S.W. Spring. Sooner or later someone is going to get killed, and it was only an act of God that the little girl who was hit yesterday did not experience a more serious injury. Also, just off Vista to the West on 21st Avenue, rarely a night goes by that teenagers do not race up 21st or off of Montgomery onto Myrtle, which is a natural access to Vista. With the number of children in this neighborhood and playing in the streets, here again, cars being driven by teenagers too fast and children sooner or later will equal disaster. This speeding usually

RECEIVED

JUN 29 1960

BUREAU OF  
TRAFFIC ENGINEERING

exists between 5 to 9 p.m. I have no recommendations here except for police coverage during these hours. I'm sure this would be expensive, but so are childrens' lives.

May I hear further from you regarding your thoughts, comments and suggestions regarding all of these potential disaster points.

Yours very truly,

*W. R. Lake Jr.*

W. R. Lake, Jr.  
2515 Mail-Well Drive  
Portland 22, Oregon



July 1, 1960

Mrs. Harry Hollister  
1809 S.W. Jackson Street  
Portland 1, Oregon

Dear Mrs. Hollister:

Thank you for your letter of June 27, 1960 regarding the hazardous condition at the intersection of S.W. Davenport Street and S.W. Broadway Drive.

This intersection has been investigated and orders have been issued to clear the City-owned northeast corner of this intersection of grass and brush. This would increase the visibility to the east considerably.

Also, we have asked the City Engineer to investigate the possibility of cutting back the bank on the northwest corner for visibility to the west.

We sincerely hope that these measures will improve the traffic conditions at this location.

Thank you for your interest in this traffic matter.

Yours very truly,

W. A. B.

W. J. WELLER  
Traffic Engineer

W:MJM:jf

Comp. #14066 - SW Broadway Dr. - 6/29/60

June 27

1809 S. W. JACKSON STREET  
PORTLAND 1, OREGON

W. A. B.

Mr. William J. Ueller  
Traffic Engineer  
Portland - Oregon.

Dear Sir -

The intersection of  
Southeast Broadway  
Drive and Greenport  
Street is a completely  
blind intersection. There  
is a "Stop" sign there  
but even after a complete  
stop it is impossible to  
see traffic on Broadway  
Drive either to the  
right or left. This  
intersection is used a  
great deal and traffic

JUN 29 1960



on Broadway drive is  
fast and heavy. Especially  
is it impossible to see the  
new small cars. This is  
a most hazardous spot  
and I would like to  
request the placing of  
an electric signal  
such as is used at  
Thyffman Greene and  
Broadway Drive.  
Would you please  
survey this situation  
and let me know if it  
is possible for the city  
to install such a  
signal? Thanking  
you for your attention  
to this matter and  
awaiting your reply  
Most Sincerely  
Mrs Harry Hallister

S.W. BDWY. DR.

March 27, 1959

Traffic Engineering

City Engineer

Mr. Gordon L. Burt

S.W. Davenport St. & Broadway Dr.

Dear Mr. Burt:

We have recently been contacted by Mr. Herbert Frank, 1530 S.W. Elizabeth Court, regarding a traffic problem involving visibility at the intersection of S.W. Davenport Street and Broadway Drive.

An investigation by this office shows that Davenport Street traffic as it enters the intersection of Broadway Drive is required to stop. Visibility to the east for Davenport Street traffic is good, being approximately 225 feet. There is, however, no visibility to the west due to a high bank located in the northwest quadrant of this intersection. In order to enter this intersection, Davenport Street traffic must pull out and block the westbound lane of Broadway Drive to obtain visibility to the west. This, in our opinion, is a hazardous movement.

We therefore request that your office investigate the possibility of removing enough of the bank on the northwest corner of this intersection so that southbound Davenport Street traffic would have a minimum of 150-foot visibility to the west without entering the intersection.

Yours very truly,

D. E. BERGSTROM  
Asst. Traffic Engineer

DEB:jtk

*Compl. # 15718*

W. A. B.



As near as I can tell  
there is between 5' and 8'  
north of the pavement on the  
west side of Davenport to  
the property line.

It's hard to tell if shaving  
this bank would help much  
but I think it's worth  
recommending to the City Eng.

RLH

PERMITS AND OFFICE PROCEDURE (continued)

TAKE ZONES (removed and relocated)  
AND FOR-HIRE ZONES

OTHER-DIMENSIONAL PERMITS

During the course of the year the Bureau received and following:

COMPLAINTS & REQUESTS RECEIVED

LETTERS RECEIVED REQUESTING TRAFFIC  
OR PARKING CONTROL

REVISIONS AND COUNCIL DOCUMENTS  
RECEIVED REQUESTING SIGNALS OR  
MARKED CROSSWALKS



~~The Annual Inventory of Traffic Safety Activities and for 1966 prepared by the National Safety Council states that the top in Traffic Engineering in the population class (360,000 &~~



## BUREAU OF TRAFFIC ENGINEERING

### ANNUAL REPORT

December 7, 1956

#### INTRODUCTION

The Bureau of Traffic Engineering, under the direction of Commissioner William A. Bowes and the Traffic Engineer, a position held this year by both Fred T. Fowler and W. J. Weiler, is responsible for the engineering, installation and maintenance of all pedestrian, parking and moving traffic control devices within the City.

These responsibilities are performed by a full-time staff of twelve, an office staff of four and a maintenance staff of fifteen. The bureau also requisitions equipment from the Bureau of Maintenance, Stanton and the Engineering Meter Fund budget for the 1957 fiscal year (excluding police salaries).

There has been no change in the personnel for this bureau during the





# COLLISION DIAGRAM

Location S.W. Davenport & Broadway Drive

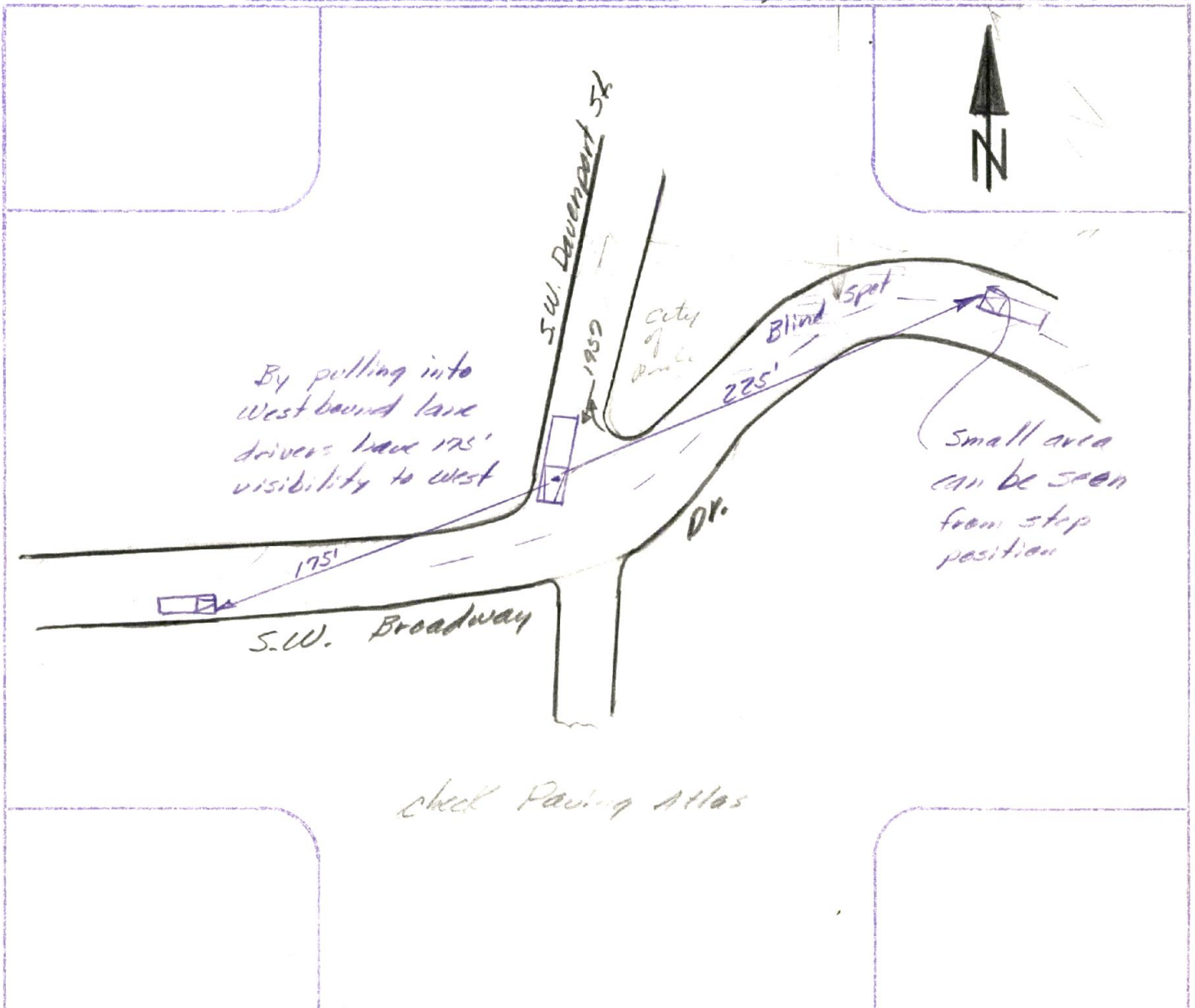
Number of Accidents 1

City Portland

Period of 3 years

Data obtained from \_\_\_\_\_

by R.W.S.



## LEGEND

- Moving Motor Vehicle
- Pedestrian
- Parked Vehicle
- Fixed Object
- Fatal Accident
- Personal Injury
- Property Damage

## ACCIDENT SUMMARY

Type	BY TYPES				BY YEARS				
	Fatal	Inj.	Prop. Damage	Total	Year	M.V.	Ped.	Other	Total
Right Angle					1956				0
Head On					1957			1	1
Side-Swipe					1958				0
M.V.-Ped.									
Fixed Object									
Others			1	1					
TOTAL			1	1	TOTAL			1	1

DATE Feb. 26, 1959 COMPILED BY Robert W. Shields

Brdway Dr.

## Traffic Signal Run by Autos

Q-  
1/17/59

A magnetic traffic signal was installed this week on SW Hoffman Ave. at Broadway Dr. to aid motorists making a hazardous turn onto Broadway from Hoffman, according to Traffic Engineer William J. Weller.

The signal consists of a blinking red light facing Hoffman Ave. Cars moving up or down Broadway disturb a magnetic field and cause the signal to turn to a continuous red, holding cars on Hoffman until Broadway is clear. Weller said the signal cost about \$400, or about one-fourth the cost of a conventional signalized intersection. It is good only in special cases, Weller said, and could not be used to control major traffic movement.

The magnetic type of signal is used frequently in areas of heavy snow, where pressure plates in the pavement might be covered and fail to function, Weller said.



## Traffic Signal Run by Autos

Q-  
7/7/59

Brdwy. Dr.

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The magnetic type of signal is used frequently in areas of heavy snow, where pressure plates in the pavement might be covered and fail to function, Weller said.



WILLIAM A. BOWES  
COMMISSIONER  
DEPARTMENT OF PUBLIC WORKS



SW Broadway, Dr  
BUREAU OF TRAFFIC ENGINEERING  
W. J. WELLER  
TRAFFIC ENGINEER

OFFICE ADDRESS: 526 S. W. MILL  
MAILING ADDRESS: CITY HALL

CITY OF PORTLAND  
OREGON

January 9, 1959

mailed 1-9-59  
Dear Resident:

We are writing to advise you that as of Monday morning, January 12, 1959, this bureau will place in operation a traffic warning device at the intersection of S.W. Broadway Drive and Hoffman Avenue. This device will aid Hoffman traffic by warning that there are approaching vehicles on S.W. Broadway Drive.

The installation consists of amber flashing signal heads for both directions of travel on S.W. Broadway Drive, a signal indication for Hoffman which will show solid red when it is unsafe to enter, and flashing red when it is permissible to enter Broadway Drive. Extreme care should be used when entering Broadway Drive.

The indication for Hoffman will be flashing red except when traffic on Broadway Drive approaching Hoffman actuates the detectors which have been placed so as to change the indication for Hoffman traffic to solid red. A sign reading "Enter On Flashing Red Only" will be installed for Hoffman traffic designating the warning device's operation.

This installation will not operate as a regular traffic signal in that no stoppage of Broadway Drive traffic will be required.

If you have any questions regarding operation of this warning system, please contact the Bureau of Traffic Engineering by telephoning CA 8-6141, Ext. 356.

Yours very truly,

  
W. J. WELLER  
Traffic Engineer

W:DEB:jtk

(See attached listing of names)



(51)

- ✓ Mildred Wardell
- ✓ Mrs. Alice M. Pearcy
- ✓ Rodger Eddy
- ✓ Richard F. Farley
- ✓ Norris H. Perkins
- ✓ Geo. W. Fasching
- ✓ Jack H. Milligan
- ✓ Jos. Friedman
- ✓ Florence Salter
- ✓ Saml. A. McAllister
  
- ✓ Morris G. Hance
- ✓ Raymond A. Case, Jr.
  
- ✓ Mrs. Argea A. Steffany
- ✓ Wm. J. Larkin
  
- ✓ Arth. G. Meister
  
- ✓ Harry A. D. Smith
- ✓ Louis E. Egan
- ✓ Alf. F. Winter
- ✓ Sam N. Petersen
- ✓ Edw. A. Hertsche
- ✓ Moe M. Tonkon
- ✓ Horace E. Thomas
- ✓ Geo. M. Austin
- ✓ Eugene J. Overman
- ✓ L. Graham Covington
- ✓ 104 Wm. Bonzi
- ✓ Vernon I. Basler
- ✓ Morton J. Goodman
- ✓ Asa I. Arnsberg
- ✓ Thos. E. Ferguson
- ✓ John M. Freeman
  
- ✓ Erik Nielson
- ✓ Jennifer Cornman
- ✓ John F. Davis
- ✓ Robt. M. Brown
- ✓ Mrs. Goldie D. Lessard
- ✓ John D. Kavanaugh
- ✓ Richard M. Word
- ✓ Alan L. Logan
- ✓ Donald Larimer
  
- ✓ Geo. Mostad
- ✓ Mrs. Lillian M. Reeves
- ✓ Delbert H. Gossett
- ✓ Walter E. Brownfield
- ✓ Wilmot K. Royal
- ✓ Jas. D. Caufield
  
- ✓ Theo. T. Turner
- ✓ David A. McNaught
  
- ✓ Sydney B. Hayslip
- ✓ Richard M. Bowe
- ✓ Roland Dudley

- 2520 S.W. Buckingham Ave.
- 2591 S.W. Buckingham Ave.
- 2600 SW Buckingham Ave.
- 2604 SW Buckingham Ave.
- 2610 SW Buckingham Ave.
- 2626 SW Buckingham Ave.
- 2635 SW Buckingham Ave.
- 2638 SW Buckingham Ave.
- 2646 SW Buckingham Ave.
- 2684 SW Buckingham Ave.
  
- 2682 SW Chelmsford Ave.
- 2685 SW Chelmsford Ave.
  
- 2520 SW Commonwealth Ave.
- 2700 SW Commonwealth Ave.
  
- 2680 SW Cross Ave.
  
- 908 SW Davenport
- 916 SW Davenport
- 933 SW Davenport
- 936 SW Davenport
- 1011 SW Davenport
- 1016 SW Davenport
- 1017 SW Davenport
- 1024 SW Davenport
- 1025 SW Davenport
- 1035 SW Davenport
- 1046 SW Davenport
- 1105 SW Davenport
- 1128 SW Davenport
- 1136 SW Davenport
- 1148 SW Davenport
- 1149 SW Davenport
  
- Scenic Apts. 2400 SW Hoffman
- Scenic Apts. 2400 SW Hoffman
- Scenic Apts. 2400 SW Hoffman
- Scenic Apts. 2400 SW Hoffman
- 2422 SW Hoffman
- 2440 SW Hoffman
- 2500 SW Hoffman
- 2519 SW Hoffman
- 2519 SW Hoffman
  
- 2312 SW Sheffield Ave.
- 2312 SW Sheffield Ave.
- 2326 SW Sheffield Ave.
- 2424 SW Sheffield Ave.
- 2442 SW Sheffield Ave.
- 2519 SW Sheffield Ave.
  
- 934 SW Tangent
- 939 SW Tangent
  
- 1009 SW Rivington Drive
- 1201 SW Rivington Drive
- 1225 SW Rivington Drive



for  
Commissioner Bowe's  
approval

1/8/59 Jones says OK

Always . . . Prompt, Courteous & Safe

RADIO CAB CO. CA. 7-1212



*Always . . .* Prompt, Courteous & Safe

**RADIO CAB CO. CA. 7-1212**

(FORM LETTER BELOW TO BE SENT TO 51 RESIDENTS IN AREA  
OF S.W. BROADWAY DRIVE & HOFFMAN AVENUE)

Dear Resident:

We are writing to advise you that as of Monday morning, January 12, 1959, this bureau will place in operation a traffic warning device at the intersection of S.W. Broadway Drive and Hoffman Avenue. This device will aid Hoffman traffic by warning that there are approaching vehicles on S.W. Broadway Drive.

The installation consists of amber flashing signal heads for both directions of travel on S.W. Broadway Drive, a signal indication for Hoffman which will show solid red when it is unsafe to enter, and flashing red when it is permissible to enter Broadway Drive. Extreme care should be used when entering Broadway Drive.

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This installation will not operate as a regular traffic signal in that no stoppage of Broadway Drive traffic will be required.

If you have any questions regarding operation of this warning system, please contact the Bureau of Traffic Engineering by telephoning CA 8-6141, Ext. 356.

Yours very truly,

  
W. J. WELLER  
Traffic Engineer

W:DEB:jtk



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

From Dept. of Public Safety, Mayor's Office  
To Dept. of Public Works, Commissioner's office  
Addressed to Commissioner Wm. A. Bowes  
Subject Traffic situation at SW Hoffman and Broadway Drive

September 9, 1958

Dear Commissioner:

Attached hereto is a copy of the report by Mr. William J. Weller, Traffic Engineer, under date of August 26, 1958, relative to a traffic situation at S. W. Hoffman and Broadway Drive.

In accordance with the last paragraph of this report, please be advised that this recommendation meets with my approval. I sincerely hope that this work will progress according to the estimated time schedule submitted by Mr. Weller. ) *ok*  
*B*

Yours truly,

*Larry A. Schrank*

MAYOR

TDS:ld  
Enc

W. A. B.

*F*  
**RECEIVED**

**SEP 12 1958**

**BUREAU OF  
TRAFFIC ENGINEERING**

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

August 26, 1958

MAYOR	
EXEC. ADJ.	
CLERK	
ASST. CLERK	

From Dept. of Traffic Engineering  
To Dept. of Mayor's Office  
Addressed to Mayor Terry D. Schrunk  
Subject S.W. Hoffman & Broadway Drive

RECEIVED  
AUG 28 1958

MAYOR'S OFFICE

Dear Mayor Schrunk:

There is submitted herewith our report regarding a request by Mr. Edwin D. Hicks, Attorney in the Failing Building, for the installation of additional traffic control at the intersection of S.W. Hoffman and Broadway Drive.

This intersection is a "T" type, and there are existing stop signs for S.W. Hoffman as it enters Broadway Drive, which is a through arterial street. Traffic counts taken pursuant to this request show that volumes on S.W. Hoffman averaged less than 500 vehicles per day and that there are 3000 vehicles per day using S.W. Broadway Drive.

Our accident records show a total of nine accidents during the last five-year period, 1952-57 inclusive, at this intersection. All nine accidents were of the property damage type. There were no accidents involving injury. This is less than two accidents a year and could not be considered excessive for this type of intersection.

S.W. Hoffman and Broadway Drive does not meet the minimum warrants for full traffic signal control. Our investigation did show, however, that because of the very limited sight distance for Hoffman traffic, even a cautious driver could be involved in an accident at this location if he entered Broadway Drive at precisely the right time.

We recommend a modified traffic signal installation at this intersection which will control Hoffman traffic only. This control will consist of two signal heads -- one flashing red and one solid red -- plus signing which will indicate that Hoffman traffic can enter Broadway Drive on the flashing red indication only. We will also place detectors east and west of Hoffman on Broadway Drive in such a location that they will change the indication for Hoffman traffic from flashing red to solid red when it is unsafe for this traffic to enter Broadway Drive.



August 26, 1958

*S.W. Bradley, Jr.*

Traffic Engineering

Mayor's Office

Mayor Terry D. Schrunk

S.W. Hoffman & Broadway Drive

W. A. B.

Dear Mayor Schrunk:

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Mayor Terry D. Schrunk

August 26, 1958

This control will consist of specialized equipment which we do not carry in stock. If this recommendation meets with your approval, we will place the order immediately; however, a factory representative indicates a sixty-day delivery for this equipment. We therefore estimate it will be approximately November 1st before this installation can be completed.

Respectfully submitted,

W. J. WELLER  
Traffic Engineer

W:DEB:jtk



INTERSECTION			ACCIDENT	<del>Acc.</del>	<del>Total</del>
266	1054	1952	Fatal	-	
1. BROADWAY Dr. & HOFFMAN A.			Injury	-	
			Prop. Dam.	1	1
		1953	Fatal	-	
2. ✓	✓		Injury	-	
			Prop. Dam.	2	2
		1954	Fatal	-	
3. ✓	✓		Injury	-	
			Prop. Dam.	1	1
		1955	Fatal	-	
4. ✓	✓		Injury	-	
			Prop. Dam.	1	1
		1956	Fatal	-	
5. ✓	✓		Injury	-	
			Prop. Dam.	3	3
		1957	Fatal	-	
6. ✓	✓		Injury	-	
			Prop. Dam.	1	1
			Total	9	

from the office of

**TERRY D. SCHRUNK, Mayor**

Rm. 303 City Hall  
Portland 4, Oregon

Date July 1, 1958

To: 1. Comm. Wm. A. Bowes

2. \_\_\_\_\_

3. \_\_\_\_\_

Check:

_____ Approval	_____ <u>xxxx</u> Investigate and Report	_____ Note and Comment
_____ Necessary Action	_____ Answer or Arrange	_____ Note and Confer
_____ Prepare Ordinance	_____ Prepare Answer for	_____ Note and File
_____ Proc. - Resolution	_____ Mayor's Signature	_____ Note and Return

Comments:

May we have a reply to our request of June 16, 1958, for an investigation and report on complaint from Edwin D. Hicks, Attorney-at-Law, Failing Building, relative to dangerous intersection at SW Hoffman and Broadway Drive.

RECEIVED

JUL 3 1958

BUREAU OF  
TRAFFIC ENGINEERING

*Willes*



From the office of  
**TERRY D. SCHRUNK, Mayor**  
Rm. 303, City Hall  
Portland 4, Oregon

Date June 16, 1958

To: 1. Comm. Wm. A. Bowes -  
2. Dept. of Public Works  
3. \_\_\_\_\_

Check:

_____ Approval	_____ <b>X</b> Investigate and Report	_____ Note and Comment
_____ Necessary Action	_____ Answer or Arrange	_____ Note and Confer
_____ Prepare Ordinance	_____ Prepare Answer for	_____ Note and File
_____ Proc. - Resolution	_____ Mayor's Signature	_____ Note and Return

Comments: Comm. dated June 11, 1958, from Edwin D. Hicks, Attorney-At-Law, Failing

Building, relative to dangerous intersection at S. W. Hoffman and Broadway Drive.

Please investigate and report back.

*Weller*

EDWIN D. HICKS  
WILLIAM M. DAVIS  
THOMAS H. TONGUE, III  
W. M. DALE, JR.

LAW OFFICES OF  
HICKS, DAVIS, TONGUE & DALE  
FAILING BUILDING  
PORTLAND 4, OREGON  
TELEPHONE CAPITOL 8-0241

June 11, 1958

RECEIVED  
JUN 13 1958  
MAYOR'S OFFICE

MAYOR	
EXEC. ASST.	
ADM. ASST.	

Hon. Terry D. Schrunk  
Mayor of Portland  
Portland City Hall  
Portland, Oregon

My Dear Mayor:

This letter is to direct your attention to an extremely dangerous intersection and to request that you place this letter in the hands of the department responsible for such matters.

I refer to S. W. Hoffman and Broadway Drive. My information is that one accident occurred there but recently and other narrow escapes have been encountered. The hazard in entering Broadway Drive is presented whether one would choose to turn to the right or to the left. I have a boy who occupies an apartment on Hoffman and it is he who has insisted that I call this matter to the attention of the proper officials. Since there is a small amount of traffic leading from Hoffman onto Broadway Drive, and since Broadway Drive is quite an artery street, an electronic-eye stop signal would probably be the preferred improvement, though I do not profess to any competency in traffic engineering matters. My information is that this intersection has been called to the attention of various officials before, all without success, and the neighborhood appears to feel quite badly that something has not been done to avoid the extreme hazards there presented.

Thanking you for such courtesies as you may be able to extend in this behalf, I am,

Sincerely yours,

  
Edwin D. Hicks

RECEIVED

JUN 17 1958

BUREAU OF EDH/dd  
TRAFFIC ENGINEERING



Date 10-22-57

From: COMM'R BOWES' OFFICE

To: Tr Eng

\_\_\_\_ Please investigate and report back.

\_\_\_\_ Referred for your information.

\_\_\_\_ Referred for your attention.

\_\_\_\_ Please reply.

\_\_\_\_ See Commissioner.

City Eng. rec'd copy  
also

S.W. BOWY-DRIVE

COPY OF A LETTER  
SENT TO CITY ENGINEER

City of Portland  
A.T.N. City Engineer  
City Hall  
Portland 4, Oregon.

October 21st, 1957

Dear Sir:

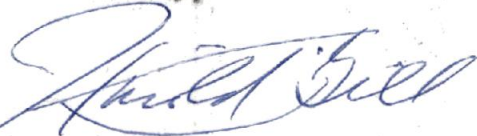
There is a very bad dog leg curve at the foot of  
Broadway Drive, where it joins S. W. Broadway.

At the present time all the houses in the block on  
the Westside of Broadway at Grant are being wrecked.

A little slice off this block would greatly improve  
the approach to Broadway Drive. I hope the city can  
consider this improvement.

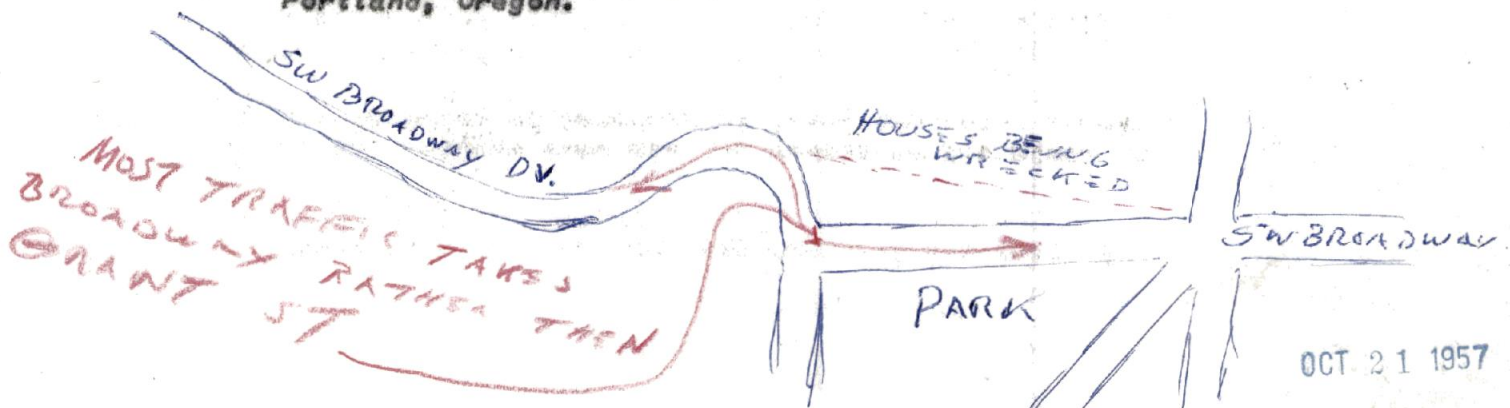
Due to the new realstate developments, S. W. of the  
city, there is now a tremendous increase in traffic  
over S. W. Patton Road, Broadway Drive and Vista Avenue.

Sincerely,



HAROLD D. GILL

2578 S. W. Montgomery Drive.  
Portland, Oregon.



OCT 21 1957



2600 SW Buckingham Avenue  
Portland 1, Oregon  
February 5, 1958

W.J. Weller  
Traffic Engineer  
City of Portland  
City Hall  
Portland, Oregon

Dear Mr. Weller:

*Jim*  
Thank you for your letter of January 9 explaining the new traffic warning signal at Hoffman avenue and Broadway drive.

I just wish to express my appreciation for this forward step in traffic control, which is tailored to fit very nicely the situation. It will mean peace of mind to many motorists, as well as minimizing the possibility of accidents. Your efforts are appreciated.

Very truly yours,

*Rodger Eddy*

Rodger Eddy

*W D*  
W. A. E.



WM. A. BOWES  
F. T. FOWLER  
COMMISSIONER  
TRAFFIC ENGINEER

PLAN OF TRAFFIC ACTUATED  
WARNING SIGNAL  
AT

S.W. BROADWAY DR. & HOFFMAN

SCALE: 1"=30'

APPROVED \_\_\_\_\_  
CITY TRAFFIC ENGR. \_\_\_\_\_  
DATE \_\_\_\_\_

AA-058-6



Wm. A. Bowes

6/8/56

Mr. Fowler

Mr. Lewis Pricer, 6717 N. Denver Ave, who is employed at Stroeckers Grocery Store on upper Elm Montgomery Drive reports that many people who are seeking the County Hospital drive south on SW Broadway to SW Broadway Drive and then, ~~mistake~~ by mistake continued up Broadway Drive. When they get to the top of the hill they realize that they have taken the wrong way and begin to enquire.

Mr. Pricer suggests that a sign be placed at the entrance to SW Broadway Drive saying "To Hospital - SW 6th Ave" with an arrow indicating.

Will you please investigate this?

Wm. G. Baur

RECEIVED

Cmpd # 11390 - 6/8/56 - SW Bdy Dr.  
(referred to State)

JUN 8 1956

BUREAU OF  
TRAFFIC ENGINEERING

November 29, 1956

Mr. Keith Crow  
2400 S.W. Hoffman  
Portland, Oregon

Dear Mr. Crow:

We wish to acknowledge receipt of your letter of November 24th requesting traffic control at S.W. Broadway Drive and Hoffman.

This intersection is a difficult one with which to cope, but we will give that location our earliest consideration. A survey will be made and our findings reported to you.

Thank you for calling this need to our attention.

Yours very truly,

W. J. WELLER  
Traffic Engineer

W:MLS:jtk

*Comp. # 12510-11/28/56 - SW Broadway St.  
(Special signing planned)*



November 24, 1956

Mr. James Weller  
Traffic Safety Director  
City Hall

Dear Mr. Weller;

I wish to call to your attention a very dangerous intersection which badly needs signalization or additional warning signs. This is the intersection of SW Hoffman St. with Broadway Drive.

Living on Hoffman St., I am required to use this intersection two or three times daily, and have had literally hundreds of narrow escapes in the three years I have been at this address. It is impossible to see approaching traffic on the left, the procedure being to roll down the window and listen for cars. This does not always work. Visibility is also very limited on the right.

If traffic coming up Broadway Drive observed the posted speed of 25 miles per hour, the risk of a serious accident would not be great. However almost every day while waiting for an opportunity to pull out onto Broadway Drive I observe cars rounding the curve at the intersection at 40 and 50. The newer cars can accelerate to high speed on the grade. If a car is making a left turn onto Broadway Drive when another car rounds the curve, even at normal speeds, a serious collision is practically inevitable. A good many of the drivers who wheel around this curve at high speeds are elderly ladies in big cars, who would probably not get a foot on the brake before the impact.

Last Saturday as I made the difficult turn onto Broadway Drive an approaching car pulled to the right and hit the bank, resulting in some damage. He has filed a claim with my insurance company on the ground that he was crowded, although no collision occurred.

A much more serious accident may take place here any day now. I hope the City will not wait for it to happen before taking steps to alleviate the condition.

Very truly,

*Keith Crow*  
Keith Crow

2400 SW Hoffman St.

W. A. B.

RECEIVED

Compl. #12510-11/28/56 - SW Broadway Drive

(Special signing planned)

NOV 28 1956

BUREAU OF  
TRAFFIC ENGINEERING



**KEITH CROW**  
MULTNOMAH COUNTY

STAFF ASSISTANT TO THE BOARD  
OF COUNTY COMMISSIONERS

605 COUNTY COURTHOUSE  
TELEPHONE CA 7-8441



WO# 43503 } COMPLETED 3/31/55  
Comp.# 8693 }CITY OF PORTLAND, OREGON  
DEPARTMENT OF PUBLIC SAFETY  
BUREAU OF POLICE

SUBJECT \_\_\_\_\_

No. \_\_\_\_\_

## OFFICER'S REPORT

TIME 3:00 PM

CAPTAIN SGT HAGUE

Sun 3-6, 19 55

-1-

Re: H Traffic Hazard  
SW Broadway Dr & Grant St.  
Radio Call 2 48 PMComp: DESTEFANO, JIM W  
1904 SW Broadway Dr.  
BE 7804

Re Oregon 901-276

SIR:

As I proceeded to the Comp's address I  
PAUSED LONG ENOUGH AT THE LOCATION  
OF SW BROADWAY DR & GRANT STREET  
TO OBSERVE THAT ONE 901-276 AMTHO  
legally parked in all aspects of the  
SITUATION DID SET AT SUCH A LOCATION  
SO THAT A SECTION OF THE INBOUND  
OR SOUTH SIDE LANE OF TRAFFIC  
WAS PARTIALLY BLOCKED. I THEN

CONTACTED THE COMP AND INFORMED HIM OF THE LEGAL POSITION  
I HELD IN THE SITUATION AND OF THE STEPS HE COULD TAKE  
- TRY AND ELIMINATE THE REOCCURANCE OF THE PROBLEM





Buddy  
A

Grant



0

12'

20

400-R

Buddy In

Shannon

THE UNITED STATES NATIONAL BANK  
OF PORTLAND, OREGON

December 15, 1954

Mr. F. T. Fowler, Traffic Engineer  
Bureau of Traffic Engineering  
526 S. W. Mill Street  
Portland 1, Oregon

Dear Mr. Fowler:

I wish to acknowledge and thank you for your December 10th letter regarding the intersection of S. W. Hoffman Street and Broadway Drive.

The warning signal which you describe seems to me to be ideal for that location.

Our neighborhood is cognizant of the budget difficulties with which your department is faced. We do hope, however, that the installation will not be too long delayed.

Please accept my personal thanks for your interest in our proposal.

Cordially yours,

*Eugene J. Overman*  
Eugene J. Overman  
Trust Officer

EJO:ajc

RECEIVED

DEC 20 1954

BUREAU OF  
TRAFFIC ENGINEERING



S.W. BOWY. DE.

December 10, 1954

Mr. Eugene Overman  
Trust Officer  
U.S. National Bank  
P.O. Box 4410  
Portland 8, Oregon

Dear Sir:

As you know, your letter to the Traffic Safety Commission dealing with the intersection of S.W. Hoffman Street and Broadway Drive was referred to this office for attention.

We have given this matter very careful consideration and have pursued all possible solutions. The traffic volume on S.W. Hoffman is so low that the sight restriction has not resulted in any appreciable accident record. The accident potential in stopping Broadway Drive traffic on this curve has led us to consider only measures that do not require this traffic to stop.

After considering and rejecting several possibilities, we have arrived at a plan for the installation of a warning signal. This signal would face S.W. Hoffman and would flash red indicating that a stop is required. When a vehicle approached on S.W. Broadway Drive, the signal would change to solid red and remain so until that vehicle passed the intersection. Plans and cost estimates are now being made.

Unfortunately it is clear that such an installation will cost \$700 to \$800 and funds will not be immediately available for this work. The relatively small amount in the current budget available for traffic signal installations has been committed on the basis of a priority rating. In scheduling the installation at S.W. Broadway Drive and Hoffman, it will be necessary to use this same rating method which takes into consideration past accident record, traffic volumes, traffic and pedestrian delays, and other affecting conditions. It is impossible to say now exactly when this installation could be made.

Thank you for bringing this matter to our attention and be assured that the above steps will be taken as soon as funds can be allocated to this project.

Yours very truly,

J. A. B.

F.T. FOWLER  
Traffic Engineer

F:CCR:mw  
cc: W. J. Weller



May 12, 1954

Mr. Eugene J. Overman  
Trust Officer  
The United States National Bank  
P.O. Box 4410  
Portland 8, Oregon

Dear Mr. Overman:

Thank you for taking the time to write us relative to the potential traffic accident hazards at the intersection of S.W. Broadway Drive and S.W. Hoffman Street.

We are bringing your communication to the attention of the traffic engineer, Fred T. Fowler, for his information and investigation.

Sincerely,

W. J. Weller  
Director

WJW:gs



C O P Y

THE UNITED STATES NATIONAL BANK  
of Portland, Oregon

May 5, 1954

Traffic Safety Commission  
526 S.W. Mill Street  
Portland, Oregon

Gentlemen:

There have recently been so many near accidents at the intersection of Hoffman Street and Broadway Drive, that we would appreciate having your office ascertain if some mechanical device could be placed there to reduce the traffic hazard.

We feel that the installation of a traffic bar on Hoffman Street causing a red or warning light to operate on Broadway Drive might save a life, and would certainly reduce the traffic risks at that intersection.

Yours very truly,

/s/ Eugene J. Overman  
Trust Officer

RECEIVED

MAY 13 1954

BUREAU OF TRAFFIC  
AND TRANSPORTATION

August 31, 1954

Bureau of Traffic Engineering

Public Works

L. G. Apperson, City Engineer

S.W. Hoffman & Broadway Drive

Dear Mr. Apperson:

At the intersection of S.W. Hoffman and Broadway Drive, a serious situation exists in that traffic on S.W. Hoffman cannot see westbound traffic on S.W. Broadway Drive until it is within 50 feet of the intersection.

The adjacent property owner has landscaped the area and is maintaining plantings up to the edge of the paved roadway. Due to the alignment at this point it is difficult to determine whether this landscaping encroaches on the street area.

I request that a survey be made to determine the property line at this point so that we may know in what manner to proceed to alleviate this condition.

Yours very truly,

F. T. FOWLER  
Traffic Engineer

F:CCR:mls



BUREAU OF TRAFFIC  
AND TRANSPORTATION

APR 24 1952

Compl. No. 3322

W.O. No. 7738 (5/13/52)

2697 S. W. Ravensburg

Port and  
**RECEIVED**

Patented 5/26/52

APR 24 1952

~~RECEIVED~~ ~~RECEIVED~~

BUREAU OF TRAFFIC  
AND TRANSPORTATION

Portland, —

Again I'm writing you  
to please put a yellow  
line up Broadway Wine  
around that corner  
of Ravensburg Wine that  
is a traffic hazard if  
there was one —

Thanking you for your  
courteous letter to me  
when I wrote you before —  
Yours truly

April 23 — Helen L Green  
Allen

RECEIVED  
CHIEF'S OFFICE

A. M. APR 22 1952 P. M.  
7 8 9 10 11 12 1 2 3 4 5 6  
4



*J. W. Blumy Dr*

April 24, 1952.

Mrs. Allen Green  
2697 S.W. Ravensview Drive  
Portland 1, Oregon

Dear Mrs. Green:

We are pleased to advise you that our painting crews are in the process of repainting all center lines and crosswalks as fast as it can be done. The section of S.W. Broadway Drive will be cared for in the very near future.

Thanking you for your special interest in such traffic safety, I am

Yours very truly,

F. T. FOWLER  
Traffic Engineer

FTF:mls

RECEIVED

FEB 13 1952

City Traffic Division —  
Portland —

BUREAU OF TRAFFIC  
AND TRANSPORTATION

Is it possible to have  
a yellow dividing line  
up <sup>SW</sup> Broadway ~~Drive~~  
around the curve at  
Ravensview Drive through  
Ravensview meeting near  
Elizabeth Street — That  
is a hazardous curve and  
Ravensview needs a yellow  
line badly — Thank you

Mrs Alan Green  
2697 S. W. Ravensview

Compl. # 3018.



S.W. Broadway Drive

February 13, 1952.

Mrs. Alan Green  
2697 S.W. Ravensview Drive  
Portland 1, Oregon

Dear Mrs. Green:

We wish to acknowledge receipt of your recent letter requesting the painting of a centerline on S.W. Broadway Drive.

This painting is on our regular schedule and will be done as soon as possible. S.W. Broadway Drive was the last street painted in our fall schedule and we had hoped it would wear much longer, but due to the very bad weather and the necessity for chains on cars, it has been pretty well worn off.

Thank you for calling our attention to this condition and for your interest in such traffic matters.

Yours very truly,

F. T. FOWLER  
Traffic Engineer

F:mls

Portland, Ore.  
2312 S.W. Sheffield Ave.  
August 28 - '51

SW BDWY  
DR

Traffic Manager  
City of Portland  
Dear Sir,

I am writing to ask if you will look at the Cross Road sign at the junction of Broadway Drive + Hoffman Road. It is almost on the cross-road + almost hidden from view by branches.

I doubt if any one pays attention to it but since it is supposed to be there, it should be in plain view.

I hope to live to see that dangerous intersection adequately taken care of; but in the meantime this sign should come out of hiding.

Very truly yours  
Selian Reeves

Letter Record  
8/29



August 29, 1951

Lillian Reeves,  
2312 S. W. Sheffield Ave.  
Portland 1, Oregon

Dear Madam:

We are glad to have your report on the condition at the intersection of Broadway Drive and Hoffman Road. It is only with the aid of interested citizens like yourself that we are able to keep our signs visible. The verdant growth of which we are so proud in Portland creates a hazard such as you mention, frequently.

One of our engineers will be in your locality within the next few days in response to your request.

Thank you for your interest in traffic safety.

Very truly yours,

F. T. FOWLER  
Traffic Engineer

J

AUGUST  
6TH  
1951

PORTLAND POLICE DEPARTMENT  
PORTLAND  
OREGON

TRAFFIC DIVISION

GENTLEMEN:

I WONDER IF IT WOULD BE POSSIBLE TO HAVE A "NO PARKING"  
AREA LARGE ENOUGH FOR ONE AUTOMOBILE IN FRONT OF MY HOUSE.

MY MOTHER IS UNABLE TO WALK AND HAS TO BE CARRIED FROM  
THE CAR TO THE HOUSE, AND AS WE LIVE NEXT TO A LARGE APARTMENT  
HOUSE, IT IS SOMETIMES NECESSARY TO CARRY HER OVER 100 FEET, AS  
THERE ARE SO MANY CARS PARKED ON THE STREET.

I SHOULD APPRECIATE IT IF YOU WILL LET ME KNOW IF THIS  
IS POSSIBLE, WHAT THE EXPENSE WILL BE, ETC.

THANK YOU.

YOURS TRULY,

*Helen Tierney*

HELEN TIERNEY  
2627 N. E. BUXTON STREET  
PORTLAND 12, OREGON

RECEIVED

AUG 8 1951

BUREAU OF TRAFFIC  
AND TRANSPORTATION

