

November 22, 1972

Mr. Louis Tesch, Principal
Columbia School
716 N.E. Marine Drive
Portland, Oregon 97211

Dear Mr. Tesch:

This is to advise that the eastbound flasher regularly installed with appropriate school signing will be replaced as soon as possible. We regret the delay caused by this being confused with the overhead illuminated sign.

Thank you for notifying us.

Sincerely,

D. E. BERGSTROM
Traffic Engineer

DRM:nb

cc: Safety Education Unit
Attn: Off. McGuire #493

RS

BUREAU OF TRAFFIC ENGINEERING
INTRA-OFFICE ROUTE SLIP

FROM

M. J. Scini DATE *11-15-72*

TO:

____ Staff
____ Ahern
____ Baker
____ Barbur & Parks
____ Bergstrom
____ Burnett
____ Crouch
____ Davis
____ Emery
____ Franklin
____ Hassett
____ Hood
____ James
DRM *X* Magin
____ Martini
____ Neely
____ Nolf
____ Parks, Dale
____ Rhodes
____ Rundorff
____ Shields
____ Sickler
____ Speer
____ Stackhouse
____ Stockmann
____ Wetmore
____ Wilson

____ CIRCULATE
____ INITIAL
____ FILE
____ FOR YOUR APPROVAL
____ FOR YOUR INFORMATION
____ ORDER
____ PREPARE ANSWER (DRAFT)
____ RETURN ATTACHED ITEM
____ TO _____
____ SEE ME
____ INVESTIGATE & REPORT
____ PLEASE PROCESS

*Please write
work orders
for proper signing
for Columbia
School.*

*flashing beacon will
be replaced for EB*

____ Traffic Safety Comm.

____ Meter Maids

*However use proper sign with it.
Ask to arrange elec. sign w.o. herewith. *DRM**

November 22, 1972

Mrs. Bruce H. Gregoire
7114 N. Campbell Avenue
Portland, Oregon 97217

Dear Mrs. Gregoire:

This bureau formerly marked "SCHOOL XING" stencillings on N. Lombard Street for the school crosswalk at the north leg of N. Fenwick Avenue for the reason that Lombard is a four-lane street.

However, this crosswalk has been signalized and our policy is to omit such stencillings at signalized school crosswalks inasmuch as the signal is a stronger and more visible device.

We thank you for your interest.

Sincerely,

D. E. BERGSTROM
Traffic Engineer

DRM:nb

cc: Safety Education Unit
Attn: Off. McGuire #493

BUREAU OF POLICE

PORTLAND, OREGON

INTER-OFFICE MEMORANDUM

TO: Traffic Engineer
Mr. Bauer

SUBJECT: School Crossings

FROM: Traffic Safety Education Unit
Off. Ernest F. McGuire #493

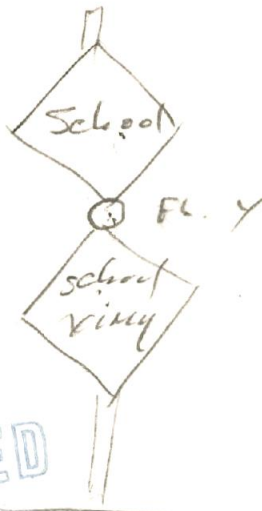
DATE: Nov. 3, 1972

Complaint from parent of Kenton School concerning School Crossing N. Fenwick & Lombard.

Compl. #4781
Mrs. Gregoire, 7114 N. Campbell ^{Ave} st. 785-1787 reports that she has three young ones crossing at this location and believes that pavement stenciling on pavement ^{is} showed be repainted to warn motorists—that it is a school crossing. She also is school helper and she uses crosswalk each day.

copy to Wilson
Complaint from Principal of Columbia School, N. E. 7th and Marine Drive.

Mr Louis Tesch, Principal, informed me that he notified the engineers some time ago about the blinking light being out for east bound traffic in front of school, no warning light at this time.



RECEIVED

NOV 6 1972

NR
BUREAU OF
TRAFFIC ENGINEERING

Resp:

IF REPLY REQUESTED— SUBMIT IN DUPLICATE

Ernest F. McGuire #493

DEB

TO: M.J. Martini

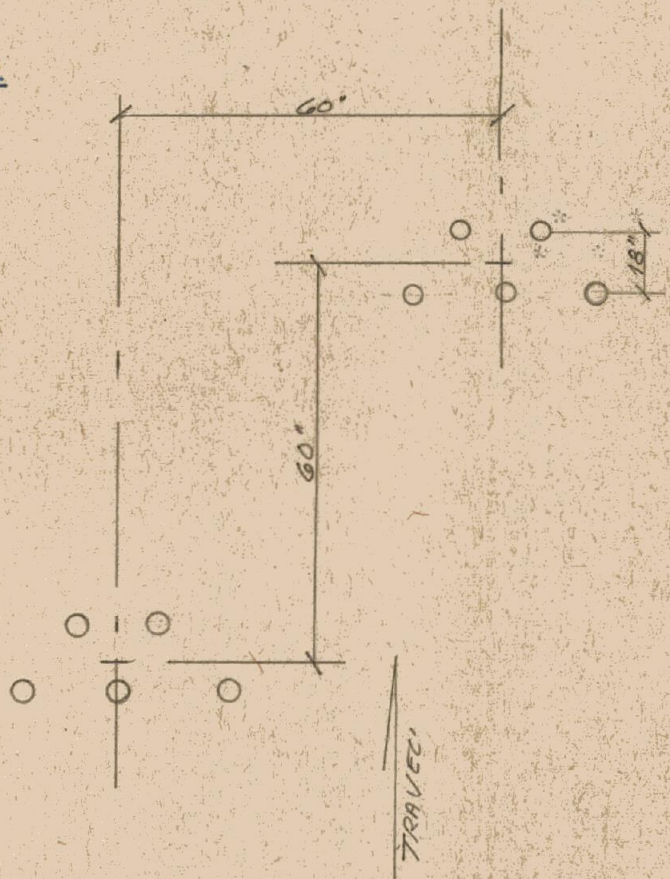
November 17, 1972

FROM: V.F. Rhodes

SUBJECT: School Crossing Warning Devices - Pavement Markers
(Preliminary Report)

To date only two test patterns have been used in the field. The results from these patterns are unsatisfactory in that the first pattern provided no appreciable warning and the second showed to be economically unfeasible. These patterns are shown below:

PATTERN 1



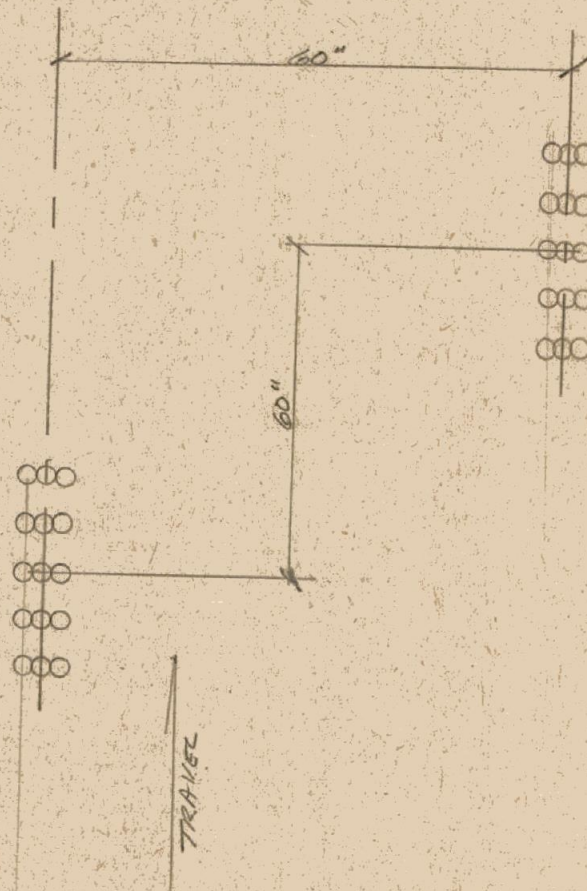
No warning provided
good lateral coverage
Total of 10 markers

2

M.J. Martini
School Xing Warn. Devices -2-

November 17, 1972

Pattern II



Good audible warning
Poor lateral coverage - would require 2 more rows
for minimum track coverage
Total of 60 markers

Several ideas have yet to be given a field test. Ceramic jiggle bars have been ordered and will be placed in a layout similar to Pattern II. The most promising layout has been used in

M.J. Martini
School Xing Warn. Devices -3-

November 17, 1972

Washington County but require some modifications for maximum effectiveness. This pattern utilizes markers placed on the stencilled word "School" at a varied spacing. The Washington County pattern cannot be read without the stencil and it is hoped we can make modifications so that the message would be legible the year around.

This pattern provides a good physical warning and should be economically equivalent to stencilling costs. In the near future this pattern will be installed in a test location.

V.R.
V. Rhodes

VFR:ba

WJ *RLS*

Oreg - 11/10/72



Staff photo by Wes Guderian

NEW SCHOOL SIGNS — Installed on Denny Road at Vose Elementary School, Beaverton, Thursday, signs, controlled electrically, flash to slow motorists to 20 miles per hour only when children are coming to or leaving school. Two signs cost \$2,500, are innovation in Northwest and, if successful, may be installed at other schools in Beaverton School District. Washington County paid \$2,100 of the signs' cost, and Vose PTA, \$400.

⑦ All the time was spent

August 10, 1972

FROM: T.P. James
TO: D.J.W. Emery
SUBJECT: MUTCD School Signing Regulations

The following guide lines shall be followed in all school signing situations:

School Xing (MUTCD-S2-1 / W-306)

At every marked school xing except stop controlled crossings.

School Advance (MUTCD-S1-1 (W-306)

In advance of schoolgrounds:

On arterial streets

On streets over 1500 ADT

In advance of school x-walks:

Not adjacent to school grounds and

Not speed zoned 20 MPH during xing hours

School speed 20 When Children are present (MUTCD-S-43,R-21), S-42/R-240)

At every location where school speed exception is incorporated in speed resolution.

At school ground limits per state statute.


T.P. JAMES

TPJ:blc

cc: R.C. Speer
M.J. Martini

BUREAU OF TRAFFIC ENGINEERING
INTRA-OFFICE ROUTE SLIP

FROM Dick DATE 6/22/72

TO:

Staff
Ahern
Baker
Barbur & Parks
Bergstrom
Burnett
Crouch
Davis
Emery
Franklin
Hassett
Hood
James
Magin
Martini
Neely
Nolf
Parks, Dale
Rhodes
Rundorff
Shields
Sickler
Speer
Stackhouse
Stockmann
Wetmore
Wilson

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

*Do you agree
with this starting
practice ? As
per our discussion
with D.E.B.*

*I don't even savvy
all this. D.E.B.*

Traffic Safety Comm.

Meter Maids

June 22, 1972

SCHOOL SIGNING

School Advance Sign (MUTC, S1-1)

To be used: In advance of school grounds on arterial streets or on streets with an ADT of over 1500. In advance of school crosswalks not adjacent to school grounds ~~and~~ ~~X~~ that are not covered by speed zone exception (20 MPH during crossing hours).

School Crossing Sign (MUTC, S2-1)

To be used: At every school crosswalk except at "Stop" locations. ~~where a stop sign is present~~

"School, Speed 20, When Children are Present"

To be used: At every location where a speed zone exception is written into the speed zone resolution. At the school ground limits as per State Statute. ~~Every school~~

~~crossing shall have three signs per approach:~~

~~Except at "Stop" locations~~

~~and those not covered by speed zone exception?~~

- 1) School Advance Sign - omit ~~at stops~~ in speed zone exceptions
- 2) School Speed 20 when children are present - use only @ speed zone exceptions
- 3) School Crossing - omit @ stops (& signals?) *at stop & loc*

RCS:nb

(On streets having a Speed Resolution with a School Zone excitation, the W306 should be replaced with a W306-100 or W240, mounted separately,

June 8, 1972

SCHOOL SIGNING INSTALLATION SKETCH

COMMENTS

Use of both W304 and W306 ^{together} seems extraneous because of similarity of the 2 signs and because patrol is on duty. This applies to school crosswalks apart from school property.

R240 is objectionable because of complication in 3-piece makeup and consequent complication in installation. I understand the word "Limit" is in conflict with Oregon law regarding basic rule. Recommend use of W306 rather than R240 wherever choice is shown.

Recommend against signing on "T" intersection approaches to avoid use of too many signs. Motorist has to slow to turn anyway, can't miss seeing school.

Sketch appears to agree substantially with manual.

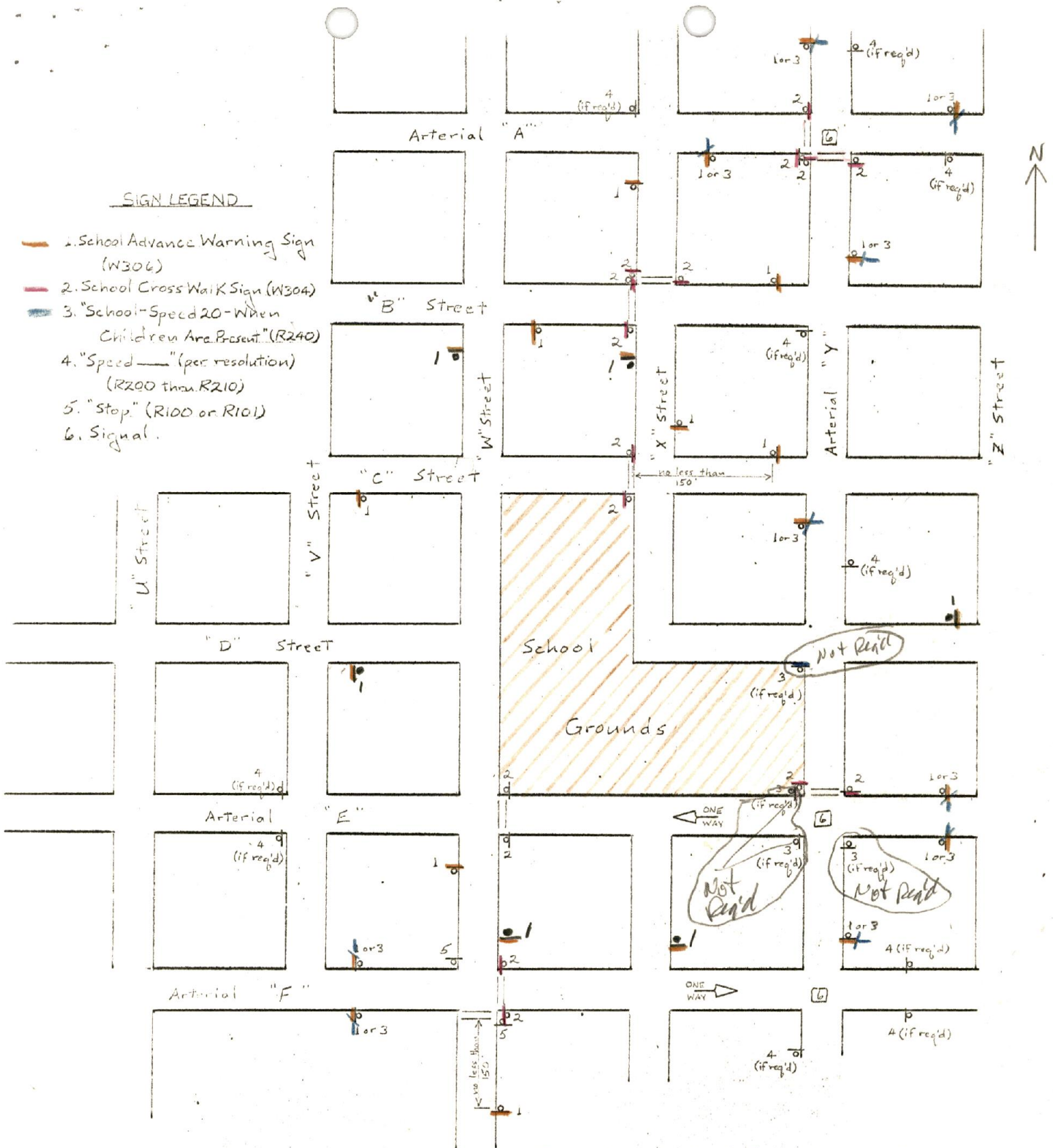
Exceptions: R240 (3) on W. side arterial "Y" S. of "D" St.
not req. (P.1)

R240's (3)'s on both sides arterial "E" W. of
arterial "Y" & on E. side Arterial "Y" S. of
Arterial "E" not req.

D. R. MAGIN:ba

SIGN LEGEND

- 1. School Advance Warning Sign (W306)
- 2. School Cross Walk Sign (W304)
- 3. "School-Speed 20-When Children Are Present" (R240)
- 4. "Speed ____" (per resolution) (R290 thru R210)
- 5. "Stop" (R100 or R101)
- 6. Signal.

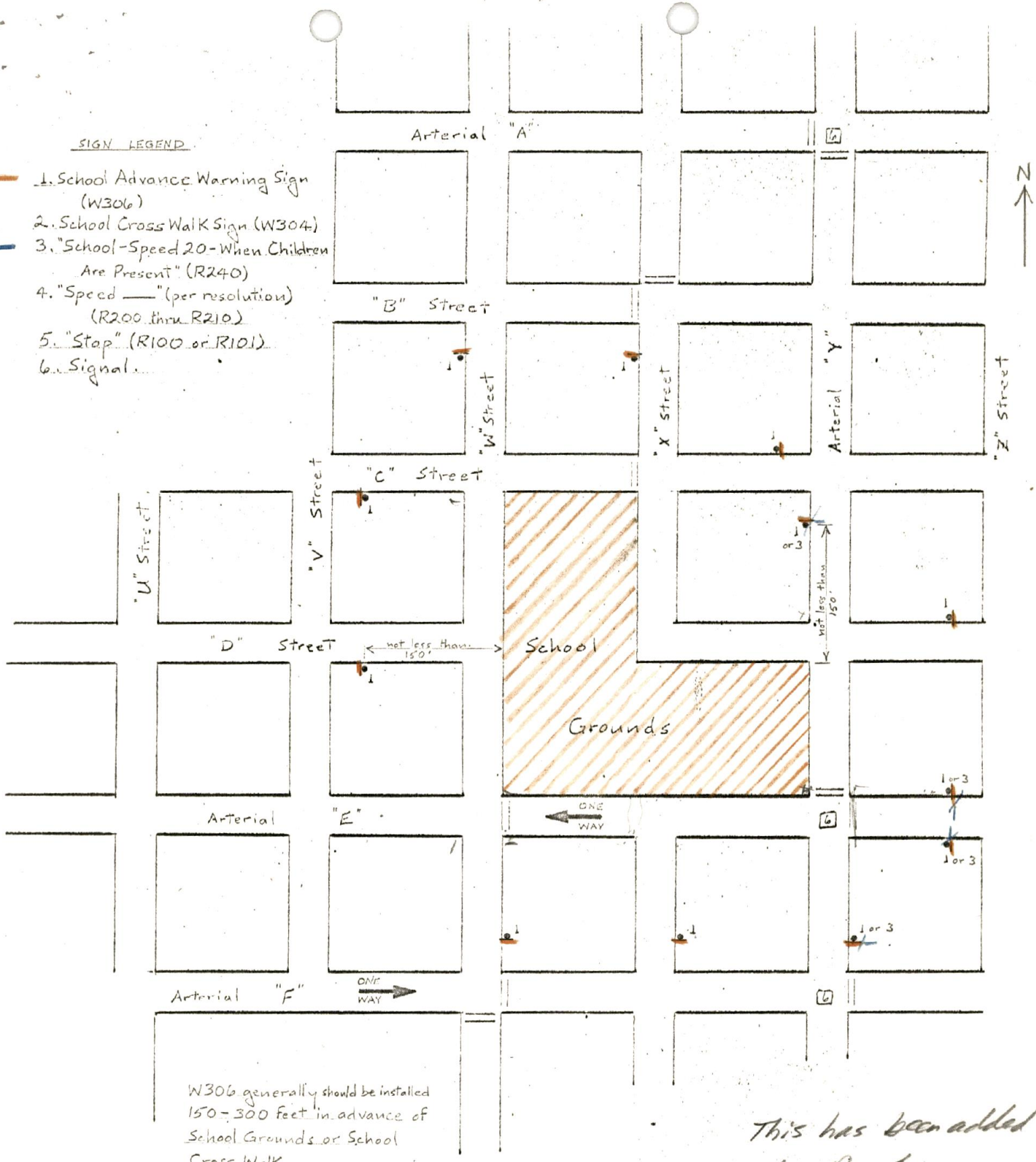


Typical Layout of Regulatory and Warning Signs at School Crossings

(On streets having a Speed Resolution with a School Zone exception, W306 will normally be replaced by R240, installed at the point where the exception takes effect.)

SIGN LEGEND

- 1. School Advance Warning Sign (W306)
- 2. School Cross Walk Sign (W304)
- 3. "School-Speed 20-When Children Are Present" (R240)
- 4. "Speed —" (per resolution) (R200 thru R210)
- 5. "Stop" (R100 or R101)
- 6. Signal

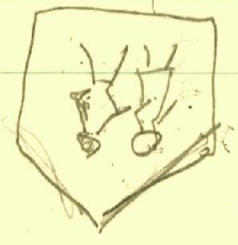


*This has been added
to Pg. 1*

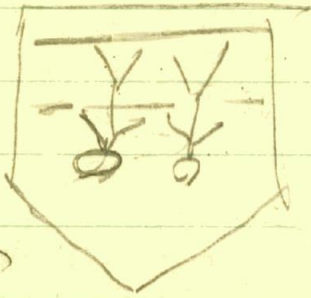
Typical Installation of W306 in a
School Area.

(On streets having a Speed Resolution with a
School Zone exception, the W306 should be replaced
or supplemented by R240, mounted separately.)

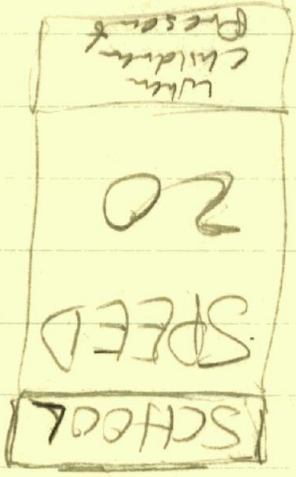
W 306 (51-1) School Advance



W 304 (52-1) Sch. Cross Walk Sign



R 240 Sch-Spd 20 (54-3) 4 (54-2)



150-700' in adv. of sch. bldg.
 Adv. Notice on Markers
 May be used in Adv. of School Bldg's not adj. to sch. bldg.
 Mounted @ Crosswalk
 Mark @ Stop Sign Loc. (51-1 in Adv.)
 Shall

shall be used to indicate reduced spd lim for school area where this has been established by Spd Zone Res or State Law

State Law
 Requires 30 mph when children are present if the presence of school grounds, or crossing is indicated by signs

Pink

INTER-OFFICE CORRESPONDENCE
(NOT FOR MAILING)

May 4, 1972

From T. P. James
To Traffic Maintenance Division/Sign Shop
Addressed to Bob Koski
Subject School Series Signs

Please be advised it has been decided that all School Series Signs will have Scotch Cal facing rather than Scotch Lite as previously ordered.

Those signs that are presently Scotch Lite may be used, however do not manufacture any additional ones using Scotch Lite.

This will enable us to conform to the practice of the Oregon State Highway Department and other Municipalities in the area.


T.P. JAMES

TPJ:blc

April 14, 1972

Traffic Engineer

Bureau of Police

Officer Faulkner

Maintenance of School Signs

Work Orders have been issued to correct all signing deficiencies according to bureau policy, as per the seven-page list for Districts 1, 3, and 4, and the separate list of March 28, 1972, for District 2.

Thank you for presenting these needs.

R. C. SPEER
Asst. City Traffic Engineer

DRM:ba

BUREAU OF POLICE
PORTLAND, OREGON

INTER-OFFICE MEMORANDUM

TO: Bureau of Traffic Engineering
Att: David Magin

SUBJECT: School Dist. # 1 Pedestrian
Crossing Signs and lanes.

FROM: Officer E. F. McGuire #493 T-Saf. Ed. Dis. 2

DATE: March 28, 1972

Sir:

Last week a check was taken of all school crossing lanes in this district. It was found that most of the crossings are in need of new painting to make them visible to driver approaching the crossing in the street.

"SCHOOL CROSSING" signs missing at following listed locations.

Beach School N. Interstate Ave. south bound at Alberta Street
~~N. Going St. east and west at Interstate Ave.~~

Beaumont School N. E. Fremont St. east bound at 41st Avenue.

Kennedy School N. E. Killingsworth St. west bound at 33rd Ave.

Ockley Green School N. Interstate Ave. south bound at Portland Blvd.

St. Rose School N. E. Sandy Blvd. east bound at 54th Ave.

" 20 MPH Crossing Hours" signs missing at following listed locations.

Beaumont School N. E. 42nd Ave south bound at Byrce Street.

Sabin School N. E. Prescott Street west bound at 18th Ave.

St Charles School N. E. 42nd Ave. south bound sign has been placed on wrong "SCHOOL" sign.

Thank you for checking locations listed.

RECEIVED

MAR 29 1972

nxR

BUREAU OF

TRAFFIC ENGINEERING

Resp:

IF REPLY REQUESTED— SUBMIT IN DUPLICATE

Ernest McGuire #493

①

Dane Location

SCHOOL	PAINT	SIGNS	SPEED SIGNS	STREET LIGHTS IN STREET
Ainsworth	X		NO RES. Eg Crenshaw	Vista + Spring
Aster	X		OK	Willamette + Mendota
	OK		OK	Pattnott + Gale
Bell	X		NO RES. Steadily install	Willis Blvd + Wayland
Brillman	X			47 th + Hamilton
	X			Hamilton + 47 th
	X		PED PATH STOP ON HAMILTON	SHATTUCK + HAMILTON
Capital Hill	X			17 th + Carson
	X			17 th + SPRING GARDEN
	X		NO RES. STeadily install ON BARBER BLVD	19 th + BARBER BLVD
Chapman	X		X NO RES.	26 th + Raleigh
	X		X NO RES.	26 th + Quincy
	X	School Sign Eg X MARK	X NO RES.	27 th + Raleigh
	X			26 th + Thurman
	X		NO RES. NONE AT either End	Cornell STOPS -
Collinsview	X			Terwilliger in front of School
Couch	X		NO RES. Both Ends	20 th + GLISAN
George	X			Burr + Smith
	X			Burr + Fessenden
	X	Rephree	BOTH ENDS of X MARK	Burr + Bank
GRAY	X			Sunset + MARTHA
	X			18 th + Sunset
	X			25 th + BERTHA BEAV.
	X	SIGNS TO close to X MARK	NO RES. Both Ends	25 th + Boundary
			NO RES. Both Ends	23rd + School
HAYBURST	X		NO RES. Both Ends	50 th + Illinois
	X			45 th + Illinois
	X			45 th + Bondell
	X			53rd + Cameron
James John	X		P.B. North of X MARK	Inland + Charleston
	X			Richmond + Jersey
	X			Central + Orange
Maplewood	X		NO RES. 3 out of 4	52 + Carter
	X		NO RES. Gone	Maplewood + 57 th

SCHOOL	PAINT	SIGNS	SPEED SIGNS	Location
Markham	X	Stencilling		Capitol Hwy at School
Multonch	X		X 20 MPH Zone	33 + Capitol Hwy
✓ Clarendon	X		X	31 + Multonch Blvd.
	—	Stencilling in street	—	Portsmouth + Houghton
	—	IT	—	Portsmouth + Fenwick
✓ SITION	X		Early X walk	Lombard + Reno
STEPHENSON	X			25 th + STEPHENSON Rd
	X			27 th + STEPHENSON Rd
✓ Terwilliger	X		BOTH Ends	CARBETT + CAROLINA
	X			VIRGINIA + NEBRASKA
Wilson Park	X			14 + Vermont
	X			Vermont + BERTHA
Assumption	—	—	—	SMITH + CALHOUN
CATHEDRAL	X			19 th + Church
	X			18 th + Church
	X			17 th + Church
Holy Cross	X			Lombard + Hodge
	X			Lombard + Portsmouth
	X		MA res Mj X walk	Portsmouth + Berlin
St. Clair	X			Spring Garden + 19 th
	X			19 th + Spring Garden
	X			19 + Barber
St. John Fisher	X			45 + Vermont
	X			45 + Nevada
	X			Vermont + 46 th
St. Thomas More	X		Stop No Speed Sign	Napley + Patton

Dist #3

SCHOOL	PAINT	SIGNS	SPEED SIGNS	LANE LOCATION
Abernethy	Needs	West Bound missing	—	Division & ORANGE
Bridger	"	—	None	80 th & Market
"	"	—	None	76 th & Market
Boise	"	—	—	Fremont & Berthwick
"	"	—	—	Fremont & Kirby
Buckman	"	—	—	16 th & Stark
Eliot	"	—	—	Elm & Page
Fernwood	"	—	—	33 rd Tillamook
"	"	North Bound missing	—	33 rd & BROADWAY
"	"	—	—	32 nd & Hancock
Glencoe	"	—	—	49 th Alder
"	"	—	—	52 nd Stark
"	"	—	—	50 th & Belmont
Glenhaven	"	—	—	82 nd & Tillamook
"	"	—	—	82 nd & Wasco
Holladay	"	—	—	99 th Halsey
Irvington	"	—	—	13 th & Knott
"	"	—	—	15 th & Brazee
Kerns	"	—	—	28 th & Everett
Laurelhurst	"	—	—	41 st & Glisan
"	"	—	—	39 th & Royal St
"	"	—	—	Glisan & Laddington
Jason Lee	"	—	—	92 nd & Tillamook
"	"	—	—	92 nd & Thompson
mt Tabara	"	—	—	57 th & Burnside
"	"	—	—	60 th & Burnside
"	"	—	—	60 th & Stark
Rice	"	—	None	65 th & Tillamook
Rose City	"	—	—	57 th & Thompson
"	"	—	—	57 th & Sacramento
"	"	—	—	57 th & Sandy
Sunnyside	"	—	—	34 th & Belmont

$\text{Dist}^{\text{II}}_3$ cond.

same location

SCHOOL	PAINT	SIGNS	SPEED SIGNS	STENCILING IN STREET
Vestal	Needs	—		82 & Davis
"	"	—		82 & Glisan
"	"	—		82 & Burnside
"	"	—	NO VES NONE	80 & Everett
ALL SAINTS	"	—	—	39 & Royal Ct.
"	"	—	—	Glisan S. of 39
"	"	—	—	39 N. of Glisan
✓ " MADRIENCE	"	—	EAST BOUND MISSING	Glisan & Laddington
"	"	—	—	21 & Siskiyou
"	"	—	—	24 & Siskiyou
"	"	—	—	24 & Fremont
St Francis	"	—	—	12 & Oak
St Stephens	"	—	—	39 & Taylor
"	"	—	—	42 & Belmont
"	"	—	—	41 & Hawthorne

②

SCHOOL LANES NEED

1

SCHOOL	PAINT	SIGNS	SPEED SIGNS	LANE LOCATIONS STENCILING IN STREET
LLIBWELLYN	X	-	-	SE TOLMAN MILWAUKEE
	X	-	-	TOLMAN 17 TH
	X	-	-	BYBEE 16 TH
MARYSVILLE	X	-	-	78 HOLGATE
	X	-	-	82 RAYMOND
	-	-	-	78 FOSTER
	X	-	-	78 RAYMOND
RICHMOND	X	-	-	41-LINCOLN
	X	-	-	41-DIVISION
	X	-	-	39-LINCOLN
	X	-	-	39-DIVISION
SELLWOOD	X	-	-	15-UMATILLA
	X	-	E & W ^{P.B.} BOUND	15 TACOMA
	X	-	-	13 UMATILLA
	-	-	N & S ^{P.B.} BOUND	17 UMATILLA
WHITMAN	-	-	-	FLAVEL FRANKLIN SCHOOL
	-	-	-	72 FLAVEL E
	-	-	-	72 FLAVEL S
	-	-	-	72 FLAVEL N
WOODMERE	X	-	-	78 DUKE
	X	N. & S.	N. & S ³¹⁹ BOUND	82 DUKE
WOODSTOCK	X	-	-	SE 52 & ELLIS
	X	-	-	49 & STEELE
YOUNGSTON	X	-	-	SE 71 DIVISION
	X	-	N. BOUND	SE 71 CLINTON
HOLY FAMILY	X	-	N. & S BOUND	39 - FLAVEL
	X	-	-	38 FLAVEL
OUR LADY SCORPIONS	X	-	-	SE 52 N. WOODSTOCK
	X	-	-	SE WOODSTOCK ECK 52
SACRED HEART	X	-	-	MILWAUKEE & CENTER
SE ABATHA	X	-	-	SE 15 TACOMA
	X	-	-	MILWAUKEE MILLER
	X	-	-	17 MILLER
	X	-	-	15 MILLER
	X	-	-	13 MILLER

SCHOOL

PAINT

SIGNS

SPEED SIGNS

STRENGTHENING IN STREET

ST. IGNATIUS

+

R

-

40 EDWELL

+

-

N. SOUND

43 - FRANKLIN

+

-

-

39 - FRANKLIN

ST. PETERS

-

-

-

83 Foster

-

-

-

87. d. WOODSTOCK

BUREAU OF TRAFFIC ENGINEERING
INTRA-OFFICE ROUTE SLIP

FROM

Dick

DATE

11-30-70

Staff

Ahern

Baker

Barbur & Parks

☒ Bergstrom

Burnett

Crouch

Davis

☒ Emery

Farrens

Franklin

Hood

☒ James

Kruger

☒ Magin

☒ Martini

☒ Neely

Nolf

Parks, Dale

Shields

Sickler

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

Arrange to have
20 MPH Signs
removed @ Signals

Traffic Safety Comm.

Meter Maids



OREGON STATE SPEED CONTROL BOARD

November 25, 1970

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

Mr. Donald E. Bergstrom
Traffic Engineer
Bur. of Traffic Engineering
City Hall
Portland, Oregon 97204

Dear Mr. Bergstrom:

In further response to your letter of October 20, the matter of signing for school crossing exceptions at signalized intersections was discussed by the Board at its meeting of November 4.

It was the decision of the Board that it was not necessary for the "20 MPH SCHOOL CROSSING HOURS" signs to be in place at signalized intersections.

Very truly yours,

F. B. Crandall
Secretary

Policy adopted as indicated

RECEIVED

NOV 27 1970

BUREAU OF
TRAFFIC ENGINEERING

Oct. 21- 70

Jon Bergstrom

Dear Mr. Mellish & Mrs. R. Walter
This letter is in regard to
the stop sign at 54th & Woodward
Street installed on September 21, 1970.
The Stop Signs seems to have
helped, and the situation seems very
much improved.

We appreciate your time and
concern to deal with the matter,
and it's gratifying to know that
when a problem of this nature
arises we do have someone to
turn to.

Thank you -

Mrs. Ronald Allen

Mrs. Donald Brighton

DEB
Martin

RECEIVED

NOV 5 1970

BUREAU OF

TRAFFIC ENGINEERING

Pls

Date

March ¹³ 8, 1970

from the

BUREAU OF TRAFFIC ENGINEERING

TO Dick Speer

 FOR YOUR ATTENTION AND REPLY

 FOR YOUR INFORMATION

 X PLEASE INVESTIGATE AND REPORT S. E. WOODWARD, adjacent FRANKLIN HIGH

 PLEASE ANSWER OR ARRANGE

Note: Re attached: I intensely disagree with Magin, seems to me if we have pedestrian movement for high school students in this volume we have to make provisions - if we don't we are not providing adequate protection - whether they use them or not it is our responsibility.

Talk to Magin again about this to see if there isn't one spot we could mark - perhaps persuade the jaywalkers to utilize this crossing. It might be wishful thinking, but check with Magin anyway.

DEB:ba
Attach.

How about 55th

CITY OF ST. LOUIS - BUREAU OF TRAFFIC ENGINEERING
Traffic Count

LOCATION SE Woodward - 53rd & 54th Ave. Date 3-2-70.

WEATHER Fair BY: Robt. W. Shields Day Monday.
Pedestrian Crossings

TIME	53 rd	54 th					
7:00 - 7:15							
7:15 - 7:30	6	5					
7:30 - 7:45	21	13					
7:45 - 8:00	57	50					
8:00 - 8:15	162	112					
8:15 - 8:30	50	47					
8:30 - 8:45	27	15					
8:45 - 9:00	18	16					
9:00 - 9:15							
9:15 - 9:30	341	258					
9:30 - 9:45							
9:45 - 10:00							
10:00 - 10:15							
10:15 - 10:30							
10:30 - 10:45							
10:45 - 11:00							
11:00 - 11:15							
11:15 - 11:30	SE.		Woodward			Ave.	
11:30 - 11:45							
11:45 - 12:00							
12:00 - 12:15							
12:15 - 12:30							
12:30 - 12:45							
12:45 - 1:00							
1:00 - 1:15							
1:15 - 1:30							
1:30 - 1:45							
1:45 - 2:00							
2:00 - 2:15							
2:15 - 2:30							
2:30 - 2:45							
2:45 - 3:00							
3:00 - 3:15	90						
3:15 - 3:30	26						
3:30 - 3:45	8						
3:45 - 4:00	5						
4:00 - 4:15							
4:15 - 4:30	129						
4:30 - 4:45							
4:45 - 5:00							
5:00 - 5:15							
5:15 - 5:30							
5:30 - 5:45							
5:45 - 6:00							
6:00 - 6:15							
6:15 - 6:30							
6:30 - 6:45							
6:45 - 7:00							
TOTALS							

THESE COUNTS REPRESENT CROSSINGS IN VICINITY
OF MARKED STREETS. 50% WOULD HAVE TO
BE CONSIDERED JAYWALKING

Remarks:

Recorder RWS.

CITY OF PORTLAND - BUREAU OF TRAFFIC ENGINEERING
Traffic Count

LOCATION SE Woodward - 53rd & 54th Ave. Date 3-2-70.

WEATHER Fair BY: Robt. W. Shields Day Monday.
Pedestrian Crossings

TIME	53 rd	54 th						
7:00 - 7:15								
7:15 - 7:30	6	5						
7:30 - 7:45	21	13						
7:45 - 8:00	57	50						
8:00 - 8:15	162	112						
8:15 - 8:30	50	47						
8:30 - 8:45	27	15						
8:45 - 9:00	18	16						
9:00 - 9:15								
9:15 - 9:30	341	258						
9:30 - 9:45								
9:45 - 10:00								
10:00 - 10:15								
10:15 - 10:30								
10:30 - 10:45								
10:45 - 11:00								
11:00 - 11:15								
11:15 - 11:30	S.E.		Woodward				Ave	
11:30 - 11:45								
11:45 - 12:00								
12:00 - 12:15								
12:15 - 12:30								
12:30 - 12:45								
12:45 - 1:00								
1:00 - 1:15								
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2:15 - 2:30								
2:30 - 2:45								
2:45 - 3:00								
3:00 - 3:15	90							
3:15 - 3:30	26							
3:30 - 3:45	8							
3:45 - 4:00	5							
4:00 - 4:15								
4:15 - 4:30	129							
4:30 - 4:45								
4:45 - 5:00								
5:00 - 5:15								
5:15 - 5:30								
5:30 - 5:45								
5:45 - 6:00								
6:00 - 6:15								
6:15 - 6:30								
6:30 - 6:45								
6:45 - 7:00								
TOTALS								

Remarks:

Recorder R.W.S.

Date

Sept. 18, 1970

from the

BUREAU OF TRAFFIC ENGINEERING

TO Dick Speer

 FOR YOUR ATTENTION AND REPLY

 FOR YOUR INFORMATION

 PLEASE INVESTIGATE AND REPORT

 X PLEASE ~~ANSWER~~ OR ARRANGE

Stop signs - S.E. 54th-Woodward
Franklin High

Note:

Regarding the attached, as I see it we don't have any choice - we either install Stop signs or we do nothing.

I am not totally in favor of this either, except that I don't see any other "out". Therefore, please make arrangements to have the Stop signs installed as soon as the crews can get to it.

DEB:ba
Attach.

Issued 9/18/70

*W.O. 99863 - S E Woodward
E + W of 54th*

Date

Sept. 18, 1970

from the

BUREAU OF TRAFFIC ENGINEERING

Bill Lind - Public Works

TO Ray Mellish - Traffic Safety Commission

 FOR YOUR ATTENTION AND REPLY

 X

FOR YOUR INFORMATION

S.E. 54th and Woodward Street

 PLEASE INVESTIGATE AND REPORT

Franklin High School

 PLEASE ANSWER OR ARRANGE

Note: On this date I have issued instructions to have work orders issued to install Stop signs as requested.

Actual installation will be done during week of Sept. 21st.

D. E. BERGSTROM
Traffic Engineer

DEB:ba

September 17, 1970

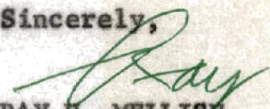
Traffic Safety Commission
Safety Education Unit, Police Bureau
Officer Al Faulkner
S. E. 54th Avenue and Woodward Street

Dear Al:

A report has been presented via petition concerning S. E. 54th Avenue and Woodward Street, Franklin High and Atkinson Grade Schools crossing area. The problem they are stressing centers as an afternoon problem from 2:30 p.m. on. The petition states a high school student was injured on September 10 and had to be taken to the hospital by ambulance. The petition is signed by Mrs. Don Wrightson, 3122 S. E. 54th Avenue and Mrs. Arnold Allen, 3119 S. E. 54th Avenue.

Would you check this crossing area, and please send me your recommendations as soon as possible.

Sincerely,


RAY H. MELLISH
Director

RHM:d

cc: D. E. Bergstrom ✓
Mrs. R. H. Walter
Dr. Milton Field

RECEIVED

SEP 18 1970

BUREAU OF
TRAFFIC ENGINEERING

BUREAU OF TRAFFIC ENGINEERING
INTRA-OFFICE ROUTE SLIP

FROM Dick DATE 9-8-70

TO:

☐ Staff
☐ Ahern
☐ Baker
☐ Barbur & Parks
☒ Bergstrom
☐ Burnett
☐ Crouch
☐ Davis
☐ Emery
☐ Farrens
☐ Franklin
☐ Hood
☐ James
☐ Kriger
☐ Magin
☐ Martini
☐ Neely
☐ Nolf
☐ Parks, Dale
☐ Shields
☐ Sickler
☐ 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

*Attached are W.O.'s for
Steps @ 54th & Woodward
also Marty's Comments.*

*I agree with Marty
that we should avoid
this installation if
possible & feel Temp.
Steps such as have been
approved for Jeff should
be the maximum
offered this location.
(Recognizing the legal problems)*

Traffic Safety Comm.

Meter Maids

September 9, 1970

TO: D. E. BERGSTROM

FROM: M. J. MARTINI

SUBJECT: PROPOSED INSTALLATION OF "STOP" SIGNS AT S.E. 54TH & WOODWARD ST.

Serious consideration should be given to this proposal. The ramifications of this installation are many and the resulting problems by far outweigh the reasons for installation.

The use of "Stop" signs in this manner will be a first in traffic engineering experiences, at least for the City of Portland. There are no warrants in any Traffic Engineering Publications for such "Stop" sign usage.

The time when a "Stop" is necessary during the hours of pedestrian crossing is short. The remainder of the day will produce driver confusion, disrespect for Traffic signs, disputed Traffic citations, and an accident potential. Westbound traffic should be extremely prone to "Stop" violations since no physical evidence of an intersection confronts them.

Respectfully Submitted,

M. J. MARTINI

MJM:plf



BUREAU OF TRAFFIC ENGINEERING
INTRA-OFFICE ROUTE SLIP

FROM

D

DATE

9-4

TO:

Staff

Ahern

Baker

Barbur & Parks

Bergstrom

Burnett

Crouch

Davis

Emery

Farrens

Franklin

Hood

James

Kruger

~~Magin~~

~~Martini~~

Neely

Nolf

Parks, Dale

Shields

Sickler

~~Speer~~

~~Stockmann~~

Wetmore

Wilson

CIRCULATE

INITIAL

FILE

FOR YOUR APPROVAL

FOR YOUR INFORMATION

ORDER

PREPARE ANSWER

RETURN ATTACHED ITEM

TO

SEE ME

INVESTIGATE & REPORT

~~X~~ PLEASE PROCESS

Re attached

*have W.O.'s written
to stop Woodward
E + W for 54th*

Traffic Safety Comm.

Meter Maids

DEB.

Date Aug. 17, 1970

from the

BUREAU OF TRAFFIC ENGINEERING

TO M.J. Martini

 FOR YOUR ATTENTION AND REPLY

 FOR YOUR INFORMATION

 X PLEASE INVESTIGATE AND REPORT

 PLEASE ANSWER OR ARRANGE

PORTABLE STOP SIGNS-Franklin High

Note: Bill Lind called me last week regarding the attached. He indicated he had talked to the City Attorney again on this and that they still felt employees of Franklin High could not put out these portable Stop signs.

Therefore, it appears we are left with three choices: 1) Do nothing, 2) Install the signs permanently, or 3) Put the school personnel, unofficially, on the City payroll (\$1.00 a year men, or something) which does not seem very practical.

Would you make a recommendation on what you feel we ought to do, by August 21st, so that we can go ahead before school starts and get done what we are going to do.

DEB:ba
Attach.

JK
Recommend choice no. 1.
no other warrants met. This is the typical
High School disbanding area at closing time.

Date

August 12, 1970

from the

BUREAU OF TRAFFIC ENGINEERING

TO

Bill Lind

Don Bergstrom

RECEIVED

AUG 17 1970

BUREAU OF
TRAFFIC ENGINEERING

FOR YOUR ATTENTION AND REPLY

FOR YOUR INFORMATION

X

PLEASE INVESTIGATE AND REPORT

PLEASE ANSWER OR ARRANGE

Note:

It is my understanding school begins September 8th and I am sure shortly thereafter we will hear from Franklin High School with their request for portable stop signs at 54th Avenue.

Enclosed is my file on this, and at the present time we are awaiting an answer from the City Attorney's office as to whether these signs can be legally placed by a janitor, or some other school personnel?

Would you please see if you can get me an answer on this so that we can take necessary action by the time school starts?

Please return the attached file to me.

DEB

D. E. BERGSTROM
Traffic Engineer

DEB:ba
Attach.

PUBLIC WORKS

AUG 14 1970

Commissioner's Office

Date

6/11/70

from the

BUREAU OF TRAFFIC ENGINEERING

TO Bill Lind

 FOR YOUR ATTENTION AND REPLY

 FOR YOUR INFORMATION

 X PLEASE INVESTIGATE AND REPORT

 PLEASE ANSWER OR ARRANGE

Note: I am still holding the request from Franklin High School for portable Stop signs to be placed by them during school hours at the intersection of S.E. 54th and Woodward.

Have you had an opportunity to check this out with the City Attorney's Office? If so, what was the decision? I would like to be able to answer the Principal of Franklin High on the request as soon as possible.

D. E. BERGSTROM
Traffic Engineer

DEB:ba

PA

May 29, 1970

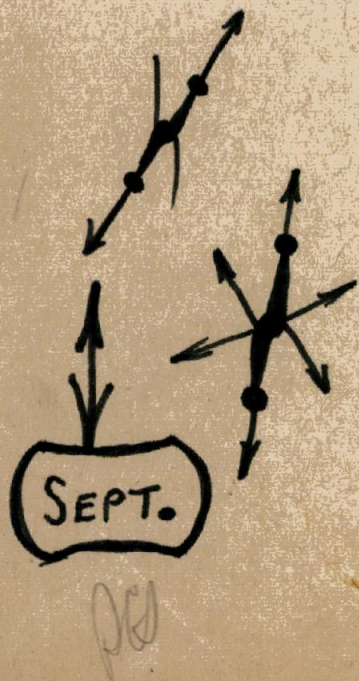
TO: Memo to Files
FROM: D.E. Bergstrom
SUBJECT: Portable Stop Sign - SE 54th & Woodward

Bill Lind called regarding the attached and indicated he had discussed this with the City Attorney. The City Attorney felt that only way this sign could legally be put out and taken in was by either an employee of this bureau or a police officer.

I said this raises a question as to contractors putting up signs, and also School Safety Sammie Signs couldn't be taken care of this way - I indicated this was being done throughout the State.

Bill said he would talk further with the City Attorney about this and let me know.

DEB:ba



May 14, 1970

Traffic Safety Commission

Public Works

Commissioner Lloyd E. Anderson

Request for portable stop sign at S. E. 54th Avenue
and Woodward Street

Dear Commissioner Anderson:

The attached letter was sent to your attention concerning a portable stop sign at Franklin High School.

On January 7 a request went forward to the Bureau of Traffic Engineering concerning request dated October 21, 1969, from Mr. David Wienecke, Vice Principal of Franklin High School, regarding the use of a portable stop sign at Franklin High School. On February 17 we received the following answer from the Bureau of Traffic Engineering concerning S. E. 54th Avenue and Woodward Street - portable stop sign:

"We are unable to answer the request by Franklin High School for portable stop signs at this intersection because the placement of portable traffic signs has been questioned in the courts. At the present time we have asked the City Attorney's office for an opinion as to whether the Traffic Engineer can designate two police officers and other persons such as individuals at Franklin High School the authority to place portable traffic control signs. If the City Attorney rules that we have the authority, we will contact Mr. Wienecke, Vice Principal of Franklin High School, and work out the necessary details for the placement of the requested temporary or portable stop signs. If we do not have this authority, we will have to work out some other arrangement with the school."

This is for your information concerning the action requested by Mr. Wienecke for the use of portable stop signs.

Respectfully submitted,

Ray H. Mellish
RAY H. MELLISH
Director

RECEIVED

MAY 15 1970

BUREAU OF
TRAFFIC ENGINEERING

RHM:d

Enc

cc: Mrs. R. H. Walter
cc: D. E. Bergstrom
cc: Officer Al Faulkner



FRANKLIN HIGH SCHOOL EXECUTIVE CABINET
PORTLAND, OREGON

TRAFFIC SAFETY COM.

May 12, 1970

Mr. Lloyd E. Anderson
Commissioner Department of Public Works
Portland Traffic Safety Commission
410 Hughes Bldg.

Dear Mr. Anderson:

The students of Franklin High School are anxious to do something about the traffic problem along Woodward street, between 52nd and 62nd.

We have previously discussed the matter with Officer Richard Sutter, and agree that a portable two-way stop sign, to be placed at 54th and Woodward would allieviate some of the danger that exists.

Our Vice-Principal, Mr. David Wienecke has also made this same request in a letter to Mr. Ray Mellish, sent in February. Mr. Mellish informed us that the letter was awaiting review by the City Attorney's Office.

We feel that adequate time has been given for review of our letter. We hope you can assist us in obtaining a speedy response from the City Attorney's Office, so that something can be done immediately.

Yours truly,

Pam Roylance
Franklin High
Student Body Secretary

BUREAU OF TRAFFIC ENGINEERING
INTRA-OFFICE ROUTE SLIP

FROM Dick

DATE 4-20-70

TO:

☐ Staff
☐ Ahern
☐ Barbur & Parks
☒ Bergstrom
☐ Burnett
☐ Davis
☐ Emery
☐ Farrens
☐ Franklin
☐ Hood
☐ James
☐ Kemp
☐ Kriger
☐ Magin
☐ Martini
☐ Neely
☐ 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

Mr. Sappenfield - Vice Pres.
 @ Jeff. says they have
 had problem of dis-
 obedience & drivers
 deliberately damaging
 signs by driving into
 them. The signs have
 not been used for some
 time but they intend to
 start again.

☐ Traffic Safety Comm.

☐ Meter Maids

I guess this attached
 letter from City Attorney Ans
 question about 5th Bay Sammies.

Date April 2, 1970

from the

BUREAU OF TRAFFIC ENGINEERING

TO R.C. Speer

☐ FOR YOUR ATTENTION AND REPLY

☐ FOR YOUR INFORMATION

☒ PLEASE INVESTIGATE AND REPORT

☐ PLEASE ANSWER OR ARRANGE

Note: Would you find out what happened at Jefferson High School and why they are no longer placing the Stop signs. Unless there is a problem would you contact Franklin High School, advise them of this letter, make sure they agree and then make the necessary arrangements for installing the signs - I would suggest similar to what we did at Jefferson, that is the receptacle in the street, etc.

Jeff

587-2631

DEB:ba
Attach.

4/7/70

Mr. Sappenfield will call back

April 2, 1970

Mr. David G. Wieneike, Vice Principal
Franklin High School
5405 S.E. Woodward Street
Portland, Oregon 97206

Dear Sir:

The purpose of this letter is to authorize, under provisions of the Traffic Code of the City of Portland, the placement of Stop signs for east and westbound traffic on S.E. Woodward Street at S.E. 54th Avenue.

This authorization covers the time period of ____ to ____ on all days that Franklin High School is in operation.

Stop signs will be furnished by the City of Portland and school personnel will be responsible for placing and removing the signs as indicated above.

This authorization is effective immediately until changed.

Sincerely,

D. E. BERGSTROM
Traffic Engineer

DEB:ba

CITY OF PORTLAND
INTER-OFFICE CORRESPONDENCE

(NOT FOR MAILING)

Copy for Mr. Bergstrom

March 25, 1970

From Dept. of City Attorney

To Dept. of Public Works

Addressed to Commissioner Anderson

Subject Legality of temporary and portable signs

*Copy in
City Atty. Opinion
File*

Dear Commissioner Anderson:

The Traffic Engineer reports that the Municipal Court is in doubt as to the authority of Police Officers to set out temporary or portable traffic signs. The argument is that only the Traffic Engineer can set out such signs. The Traffic Engineer has recommended that a section be added to the Traffic Code giving authority to Police Officers to place temporary or portable traffic signs. You have referred his recommendation to this office for comment.

State law makes no distinction between permanent, temporary and portable traffic signs. ORS 483.128 states that it is a violation to disobey the instructions of any official traffic marker, button, channelizing island, sign or signal. The same prohibition is found in Section 19-502 of our Traffic Code.

Since there is no legal distinction between violating the instructions of a permanent traffic sign and violating the instructions of a temporary or portable traffic sign, we do not believe that a distinction should be made in the Traffic Code. Making the distinction in our Traffic Code would violate ORS 483.036, which requires that our Traffic Code conform to the provisions of the State Motor Vehicle Law. Also, in contemplating the various types of signs, uses of signs, and periods of use of temporary and portable traffic signs, we believe we would be creating a substantial task in endeavoring to define temporary signs and portable signs.

The City Council is a "local authority" under ORS 483.012(3). ORS 483.044(1) authorizes local authorities to erect and maintain signs, markings and traffic control signals as are deemed necessary to direct and regulate traffic. Subsection (2) of that section provides in part, "In the case of local authorities, the erection and maintenance of such signs, markers and signals shall be performed by the agency of such authority charged with traffic engineering or traffic law enforcement."

An amendment of Section 19-501 of the Traffic Code to specifically authorize the Traffic Division of the Bureau of Police, as well as the Bureau of Traffic Engineering, to erect and maintain traffic signs would conform to the provisions of state law and should alleviate the problem posed by the Traffic

PD

Commissioner Anderson

Page 2

March 25, 1970

Engineer. A form of ordinance providing such amendment is attached.

Yours very truly,

MARIAN C. RUSHING
City Attorney

RAB:jw

Enc.

cc: Don Bergstrom

RECEIVED

MAR 26 1970

BUREAU OF
TRAFFIC ENGINEERING

ORDINANCE NO.

An Ordinance amending Section 19-501 of Ordinance No. 75607, the Traffic Code, relating to traffic signs, signals and markings.

The City of Portland ordains:

Section 1. The Council finds that the Traffic Engineer has recommended the amendment of Section 19-501 of Ordinance No. 75607, the Traffic Code, to permit the Traffic Division of the Bureau of Police, as well as the Bureau of Traffic Engineering, to erect and maintain traffic signs, markings and signals; that said authority is permitted under Section 483.044(2) of Oregon Revised Statutes; and that such amendment has been approved by the Commissioner in charge of the Bureau of Traffic Engineering and should be adopted as hereinafter set forth; now, therefore, Section 19-501 of Ordinance No. 75607, the Traffic Code, passed by the Council July 10, 1941, as amended, hereby is amended to read as follows:

Section 19-501. TRAFFIC SIGNS, SIGNALS AND MARKINGS.

Subject to such authority as may be vested in the State Highway Commission, the Bureau of Traffic Engineering shall cause appropriate signs to be erected and maintained designating business and residence districts and railway or interurban railway grade crossings and such other signs, markings and traffic control signals as may be deemed necessary to direct and regulate traffic and to carry out the provisions of this Code, and such additional signs as may be appropriate to give notice of local parking, and other special regulations. The erection and maintenance of such signs, markings and signals within the city of Portland by the Bureau of Traffic Engineering, or by the Traffic Division of the Bureau of Police under direction of the Traffic Engineer, shall be deemed an administrative act to be performed under the authority granted by the laws of the State of Oregon and the provisions of this Code. [ORS 483.044]

Passed by the Council

Mayor of the City of Portland

Attest:

Auditor of the City of Portland

Commissioner Anderson
RAB:jw 3/25/70

D

BUREAU OF TRAFFIC ENGINEERING
INTRA-OFFICE ROUTE SLIP

FROM: DEB./RCS

DATE: 4-3-68

TO:

☐ Staff
☐ Ahern
☐ Barbur & Parks
☐ Bergstrom
☐ Burnett
☒ D.W. Emery
☐ Hauser
☐ Hood
☒ James
☐ Kemp
☐ Knight
☐ Kriger
☒ Magin
☒ Mertini
☒ 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

"20 M.P.H. Crossing Hours"

signs shall be used at the following locations:

1) Under "School Crossing" signs at uncontrolled intersections

if over 200 feet past

"School" sign posted with the rider.

2) Under "School" signs on streets with speed resolutions of 25 M.P.H. or ~~less~~ more where the "School Crossing"

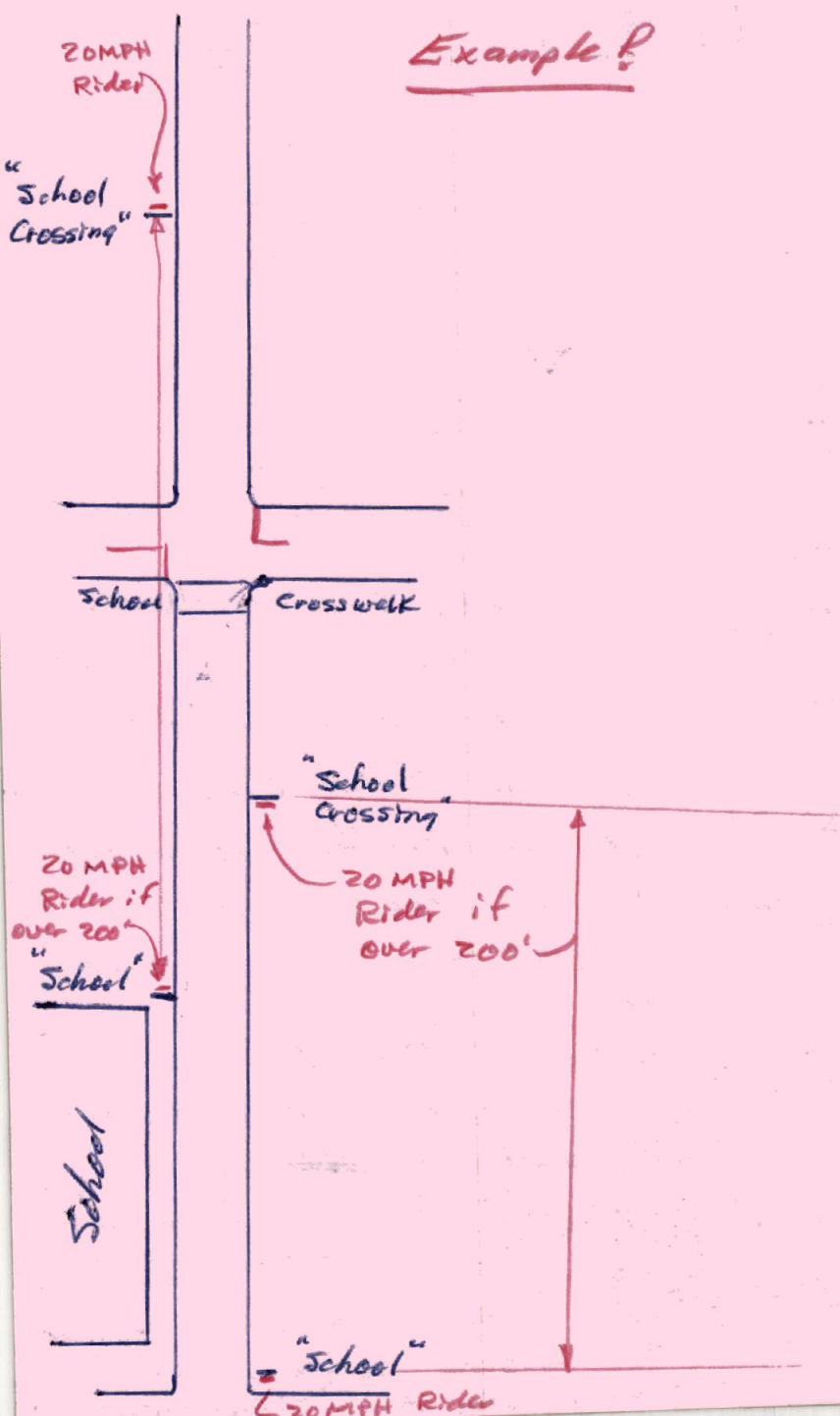
sign is over 200 feet from the "School" sign or where the "School" sign is in advance of the "School Crossing"

Traffic Safety Comm.

Meter Maids

Sign and less than 200' from it.

Example!



20 MPH CROSSING HOURS SIGN R-201

SIGN NUMBER	BOARD SIZE	SPECIFICATIONS			
		LETTER LINE	HEIGHT LINE 2	B LINE 3	SERIES LINE 4
R-201-18	18" x 18"	6" C	2" C	2" C	
R-201-24	24" x 24"	8" C	3" C	3" C	
R-201-30	30" x 30"	10" C	5" C	5" C	

A special problem is presented in Oregon whenever a speed zone, established by the State Highway Commission or the State Speed Control Board, having a numerical value of 25 MPH or higher includes a school zone, or includes a school crossing not protected by traffic control signals, a flashing red beacon or STOP signs. In such cases, it is the policy to establish a 20 MPH speed zone according to ORS 483.104(a) through the school zone or crossing during the hours of school crossings only. In order to emphasize the 20 MPH school speed zone within a numerically higher speed zone during these specific hours, it is necessary

to so sign the speed zone. This shall be done by erecting immediately below the standard SCHOOL sign (W-900) or SCHOOL CROSSING sign (W-901), a 20 MPH CROSSING HOURS sign. When a 48 inch SCHOOL or SCHOOL CROSSING sign is used, the 20 MPH CROSSING HOURS sign shall be 30" x 30".

The length of the 20 MPH school speed zone should be approximately 200 feet in urban areas and 300 feet in rural areas.

This sign shall have its legend in black upon a white background.

CITY OF COLORADO SPRINGS

COLORADO

DEPT. OF TRAFFIC ENGINEERING

City Hall

Phone 634-4881

May 15, 1968

Dear Sir:

Thank you for your time, interest, and cooperation in returning the questionnaire concerning your experience with and opinions of, various colors existing and proposed, used in conjunction with methods of school zone/crossing designations.

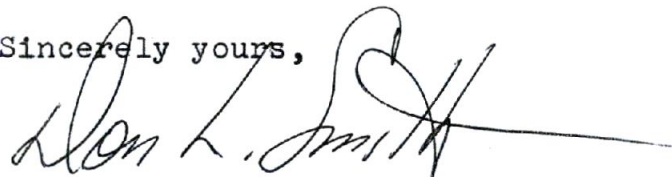
The response to the questionnaire was most gratifying. Of the 154 questionnaires mailed, 114 were returned. Cities and/or counties, and/or states in every state in the union were contacted. According to our local Chamber of Commerce, this 74% return is excellent. It follows then, that the response is a reliable indication of the general feelings of traffic engineers throughout the country concerning this very important phase of traffic engineering and traffic safety.

Attached are tabulations of the opinions expressed. In order to spare any individual possible embarrassment, conflict, or controversy, the names of persons, towns, cities, counties, and states have been purposely omitted.

This information will also be sent to the National Joint Committee with the hope that it will be of some assistance to them on this matter.

With appreciation, and with best wishes to you in your efforts to safely expedite, control, and regulate our traffic, I am,

Sincerely yours,




Donald L. Smith
City Traffic Engineer

RECEIVED

MAY 17 1968

 
BUREAU OF
TRAFFIC ENGINEERING

DLS:lkx 

The following request was printed on stamped return addressed postcards and sent to different traffic engineers in each of the fifty states.

April 15, 1968

Dear Sir:

As you are undoubtedly aware, the National Joint Committee is considering changing color coding on various traffic signs, including school signs.

I am interested in obtaining information concerning effectiveness, opinions, etc. related to the usage of orange (fluorescent) colored signs used in conjunction with school zones and/or school crossings.

This questionnaire is being sent to over 100 agencies around the country concerned with traffic control and regulation.

Your assistance and cooperation is needed. If you could return your reply by May 1st, it would be appreciated.

Don L. Smith
City Traffic Engineer
City of Colorado Springs
Colorado

City (or State or County) _____ Population _____

DO YOU USE ORANGE COLORED SCHOOL WARNING-TYPE SIGNS? _____

YES: Are they fluorescent? _____

Do you consider them the same as; better than; poorer than; YELLOW color? _____

Do YOU think they would be the same as; better than; poorer than PURPLE color? _____

What is public reaction _____

NO: Have never tried because _____

Have discontinued because _____

COMMENTS: _____

Would you like tabulation of survey? _____

Answered by: _____

Title: _____

Tabulation of Questionnaires on ORANGE School Sign Usage
or Non-Usage By Areas

State	No. Sent	No. Retnd	DO Use	Dis- cont- ued	Never Tried	State	No. Sent	No. Retnd	DO Use	Dis- cont- ued	Never Tried
Alabama	2	2	1		1	Nebraska	2	2		1	1
Alaska	1	1			1	Nevada	3	2	1		1
Arizona	2	2			2	N.H.	1	0			
Arkansas	2	1	1			N.J.	2	1		1	
Calif.	8	7	1		6	N.M.	2	2	1		1
Colorado	9	8	5	2	1	N.Y.	3	3	2	1	
Conn.	2	2	2			N.Carol.	3	3		3	
Delaware	2	1	1			No. Dak.	2	0			
Florida	6	4	3	1		Ohio	3	3	1	1	1
Georgia	4	2	1		1	Oklahoma	4	2	1	1	
Hawaii	1	1		1		Oregon	2	2			2
Idaho	2	2		1	1	Pa.	4	3	1	1	1
Illinois	4	2		1	1	R.I.	2	2	1	1	
Indiana	4	2	2			So. Carol.	2	1		1	
Iowa	3	2		2		So. Dak.	2	2	2		
Kansas	3	1	1			Tenn.	6	4	2	1	1
Kentucky	3	2	2			Texas	5	5	5		
La.	4	2	1		1	Utah	3	2	1		1
Maine	1	0				Vermont	2	2			2
Maryland	2	2	1	1		Virginia	6	5	5		
Mass.	3	2	1	1		Wash.	4	4	4		
Michigan	4	4	3		1	W. Va.	2	1			1
Minn.	3	2	1		1	Wisc.	2	2	1		1
Miss.	2	0				Wyoming	2	2	1	1	
Missouri	5	4	3	1							
Montana	3	1	1			TOTAL	154	114	60	24	30

DO use ORANGE

(Total 60
(Percent 53%

Total Questionnaires Sent 154
Total Returned 114
Percent 74%

Population of City or County or State	Considered than YELLOW				Considered than PURPLE				Public Reaction to ORANGE				Fluorescent		
	Better	Poorer	Same	Misc. or No Comment	Better	Poorer	Same	Don't Know or No Comment	Good or Better	Poor or Worse	Indifferent	No Answer	Yes	No	No Answer
To-75,000	15				9	2	1	3	11		2	2	14	1	
75-150,000	17				11	2	1	3	14		2	1	16	1	
150-300,000	14	3			13	2		2	16		1		16	1	
300-500,000	1		1		1			1	1			1	1	1	
Over 500,000	7		2		6		2	1	7		2		9		
Total	54	3	3	-	40	6	4	10	49	-	7	4	56	4	
Percent	90	5	5		67	10	7	16	82		11	7	93	7	

DISCONTINUED Orange (Total 24
(Percent 21%

Discontinued Because
Non-Manual Fading
Non-Manual AND Fading
Ineffective

To-75,000	1	1	1	3	3			3	1		2	3	3	1	2	
75-150,000	2		2	2	3			3	2			4	4	1		1
150-300,000				5	1			4				5	5			
300-500,000	1			2				3	1	1		1		2		1
Over 500,000	1			3				4	1			3		1	1	2
Total	5	1	3	15	7			17	5	1	2	16	12	5	3	4
Percent	21	4	12	63	29			71	21	4	8	67	50	21	12	17

NEVER TRIED Orange (Total 30
(Percent 26%

Never Tried Because
Non-Manual Fading
Non-Manual AND Fading
Misc.

To-75,000		1		7	1		1	6		1		7	5			3
75-150,000				6				6				6	4		1	1
150-300,000	1			4				5				5	4			1
300-500,000				5				5				5	5			
Over 500,000		1		5				6				6	2		1	3
Total	1	2		27	1		1	28		1		29	20		2	8
Percent	3	7		90	3		3	94		3		97	67		7	26

MISCELLANEOUS COMMENTS

These are all miscellaneous comments received on returned questionnaires. They are grouped together by states. Figures in parentheses indicate the population of the respondents jurisdiction.

1. "Excellent day time target value" (160,000)
2. "It is felt that a change of color in the sign does not begin to answer the total problem" (230,000)
3. "These (orange) signs are installed in late August and removed in early June, since hot, direct sunlight causes them to fade so badly. We are now considering the use of split fold-up signs to do away with the time required for installation and removal." (150,000)
4. "Since State gas tax is used for the purchase of signs, all cities comply with the uniform sign chart." (85,000)
5. "Used only in special locations - - standard yellow used otherwise." (600,000)
6. "Personally, I have found that these new colors attract attention only because they are different. As soon as people become accustomed to them they lose their effect." (40,000)
7. "I'm not particularly fond of the purple but I do believe school signs should have a distinct color." (70,000)
8. "I don't think the shape or the purple color warrant the expense of a change-over." (from orange) (102,000)
9. "I believe the fluorescent orange color is by far more visible than yellow, purple, or any other color presently used for getting the attention of the motorist. I feel this color should be reserved specifically for schools" (115,000)
10. "I have six year old faded orange fluorescent school signs with more 'punch' than new painted yellow." (24,000)
11. "We discontinued orange signs because they fade quickly. We are now conforming to the Uniform Traffic Control Devices which calls for black on yellow." (72,000)
12. "Have been using 3M orange SC about 7 years. Only objection is the fading of orange after 1 1/2 years" (92,000)
13. "If the fluorescent would hold that would be OK, but the approximate life is only one to two years" (17,000)
14. "I believe the shapes chosen for school signing are justified and will be effective in dealing with school safety" (180,000)
15. "With purple color used only for school signs and being new would command attention and result in some better observance (at least till novelty subsides." (135,000)

16. "Did use fluorescent at one time but state requested they be removed" (80,000)
17. "As you know the orange sign is not standard but does a very good job. I don't recall seeing a purple sign." (186,000)
18. "Except for a few construction signs, we reserve the fluorescent-orange exclusively for school areas" (175,000)
19. "We like the orange fluorescent" (200,000)
20. "Similar signs - 18"x24" - are used by the Lions Club of District 26 of (name) County, (state)." (40,000)
21. "We are testing proposed NJC system - purple pentagons" (1,000,000)
22. "I think the orange sign should be reserved for schools exclusively. Our state highway has not adopted it and are fighting to get them removed. I believe the purple would blend into the background and look black in certain light" (205,000)
23. "We are planning to try some purple signs and if become standard will change over" (1,600,000)
24. "Based on our local experience, I strongly favor the continued use of yellow reflective sheeting with black legends. The connotation of 'Caution' is well impregnated in human minds" (210,000)
25. "We feel there is merit to a different color for school crossing signs" (300,000)
26. "It is somewhat difficult to make a comparison with the proposed purple color since I have not personally seen it" (700,000)
27. "Orange gives best contrast with black legend" (850,000)
28. "I only hope something is resolved regarding this school signing problem. A most important subject to be left unsolved for such a long time." (116,000)
29. "We have used orange warning signs and orange school stop signs and have found no noticeable difference in violations between the two. The orange faded very fast and at the end of the first year were all yellow. We have recently adopted a program similar to Wichita, Kansas. I feel their program is the finest we have found and we hope to have our signs all changed within the next two to three years." (80,000)
30. "While I have not seen the proposed purple sign, I would be extremely skeptical of its acceptance and question its value on north-erly and shaded approaches. We have many areas where large trees severely limit light available for optimum readability of black on yellow signs. The fluorescent material has performed well under these conditions. Durability has met and exceeded manufacturers claims." (75,000)

31. "We do use a 3" border of the orange color. This method has been used for ten years and is very effective." (142,000)
32. "The purple signs do not appear as visible on cloudy days or during rain or snow." (244,000)
33. "We do use the fluorescent orange warning signs at pedestrian crossings outside of school zones where large volumes of children cross during daylight hours, such as at public swimming pools and playgrounds. Prefer orange to purple" (16,500)
34. "Color used is red-orange. Never had any comment from public when we changed from yellow eight years ago." (8,000,000)
35. "Nope. ----- participating in controlled test of new purple school signs" (220,000)
36. "Believe that fluorescent sign is more effective only for limited period of time regardless of sign condition" (110,000)
37. "Fluorescent signs can be seen 1000 feet in advance." (450,000)
38. "In reference to the purple color, I have never seen it used but I would think that the fluorescent orange would be hotter. I'm basing this opinion on the Interstate Blue color which to me doesn't stand out as vividly as the fluorescent orange.

Several years back (name) County, (state) made a study of the effect the fluorescent orange school sign had on speed. They conducted speed checks with the standard yellow school sign, then with orange signs and again with the standard yellow. As I recall the 85 percentile speeds did not vary over one mile per hour. While the speeds did not change it was felt that at least the driver was alerted to the fact that he was passing through a school zone.

In conclusion, whatever is adopted should be distinctive and used only for school signing." (67,000)

39. "We tried five different types of school signs. Color and design made no difference in speed. Am sending along copy of report" (600,000)
40. "We still have some of them on street but are replacing them with yellow" (180,000)
41. "We are about to replace 418 'school' signs and have considered

- reverting to S/C yellow because of the durability of S/C. Two years is about all we get out of the fluorescent orange." (70,120)
42. "The fluorescent face sign seems to attract the attention of motorists much better than the old yellow." (23,500)
43. "What do you hope to accomplish with this type of opinion survey??" (3,900,000)
44. "A distinctive color for use only on school signs is very desirable. No preference between orange and purple if fading problem can be overcome." (575,000)
45. "We need color and symbols exclusively for schools." (181,000)
46. "This distinct color is used ONLY for schools. Our sign faces last two years minimum. We use pre-screened Scotchcal from 3M Company." (167,000)
47. "I like the shape and symbols used in the proposed change. However it would be very expensive to completely change our program (orange) which is now eight years old." (115,000)
48. "May try after I use up my present supply." (36,000)
49. "In my opinion there is nothing more important than providing maximum protection for our school children and fluorescent orange gives maximum target value." (4,507,000)
50. "Fluorescent orange school signs are a (state) standard and are carried in (state) Manual of Traffic Control Devices issued by the (state) Department of Highways." (100,000)
51. "We are violently opposed to purple for use as school signs." (2,980,000)
52. "The School Safety Committee composed of representatives of Administrators, Principals, Transit, Police, City Manager, Traffic Engineering, PTA have all expressed unanimous approval of the fluorescent orange." (155,000)
53. "Our state sign manual adopts the yellow with fluorescent border strip rather than solid orange as used by the three largest cities and others in the state. We are therefore non-conforming but I intend to keep using them (orange) as I believe they are superior. Will also experiment with Canadian symbol with black figure on solid orange. None installed yet" (565,000)
54. "We like the orange and would probably keep them - - - regardless!!" (175,000)

PUBLIC REACTION

These are comments made in addition to the answers of poor, fair, good, excellent, etc. concerning orange color school signs.

"When I used them in (state) they attracted attention at first, and then were ignored like usual." (40,000)

"They ask for these." (102,000)

"When orange substituted by yellow there has been no reaction. Purple not tried as yet" (38,000)

"They feel that the orange color has provided greater visibility and safety." (105,000)

"Good obedience to sign. A change will take evaluation." (150,000)

"Good at first, but they fade to a point where they are less effective than regular yellow." (17,000)

"Fluorescent signage is used exclusively for school warning resulting in enthusiastic approval." (135,000)

"Excellent. I would have a fight on my hands if I changed back to yellow" (205,000)

"Initial comments were favorable. It violates our State standards and does not provide adequate night visibility. (Our schools are used in hours of darkness)." (210,000)

"Accepted past seven years" (850,000)

"Our city likes the orange-yellow fluorescent. They have been in use four years." (116,000)

"None after first year or two." (80,000)

"Public acceptance of the fluorescent orange color was immediate and their response to the warning was good. We believe that any color less brilliant would produce a negative reaction." (75,000)

"PTA is very happy." (13,000)

"Claim they can see in rainy weather better than yellow." (54,000)

"They like anything different and I'm sure will like purple." (3,900,000)

"We would be severely criticized and 'run out of town' if we had to change our orange to purple." (115,000)

"Excellent; including PTA and school administrators." (2,980,000)

"They are all for it" (155,000)

"Public feels these signs are very desirable - - - heavy pressure against removal." (186,750)

Schools-Signs

April 12, 1968

Mr. Amasa L. Gilman, Principal
Couch School
2033 N.W. Glisan Street
Portland, Oregon 97209

Dear Mr. Gilman:

As you requested recently through Dr. Milton W. Field, Director Special Services, Portland Public Schools, the possibility of closing N.W. 20th Avenue between Glisan and Hoyt Streets has been investigated.

Enclosed for your information is a copy of an opinion we received from the City Attorney. As noted by City Attorney, Alexander G. Brown, we cannot permanently close N.W. 20th Avenue.

Sincerely,

D. E. BERGSTROM
Traffic Engineer

DEB:ba

DEB Encl.

cc: Dr. Milton Field
Ray H. Mellish

W. A. B.

March 26, 1968

Mr. Amasa L. Gilman, Principal
Couch School
2033 N. W. Glisan St.,
Portland, Oregon 97209

Dear Mr. Gilman:

Your letter of March 19, 1968, addressed to Dr. Milton Field, requesting closure of N. W. 20th Avenue between Glisan and Hoyt Streets has been referred to the city for their consideration.

The Traffic Engineer's office will make the necessary official check on this street closure and proceed through the proper channels to obtain a ruling on this matter. The subject of street closure must be ascertained through our City Attorney's office.

We appreciate your request on this matter of street closure for the Couch School as it certainly would make it safer for the students to cross the street to get to and from the playground. After the decision has been obtained by the Traffic Engineer's office, they will notify you.

Sincerely,

Ray H. Mellish
RAY H. MELLISH
Director

RHM:d

cc: Dr. Milton Field
Donald E. Bergstrom ✓
Mrs. R. H. Walter
Safety Education Unit

RECEIVED

MAR 27 1968

BUREAU OF
TRAFFIC ENGINEERING



PORTLAND PUBLIC SCHOOLS

COUCH SCHOOL
2033 NORTHWEST GLISAN STREET
PORTLAND 9, OREGON

OFFICE OF THE PRINCIPAL

March 19, 1968

Dr. Milton W. Field, Director
Special Services
Portland Public Schools
Portland, Oregon

Dear Dr. Field:

Re: Closure of N.W. 20th Street
Between Glisan and Hoyt Streets

As was discussed in the past, I feel that this street, since it bisects the playground at Couch School and since it is not heavily traveled during the school day but traveled frequently enough to constitute a hazard for children crossing from one section of the playground to another, should be closed.

This matter has been under consideration in the past but no action has been taken. I should like, by this letter, to make the request that this street be permanently closed and that the property become a part of Couch School grounds.

Sincerely yours,

Amasa L. Gilman
Amasa L. Gilman
Principal, Couch School

ALG:gw

RECEIVED
MAR 20 1968

SPECIAL SERVICES
SCHOOL DISTRICT No. 1 MWF



PORTLAND PUBLIC SCHOOLS

COUCH SCHOOL
2033 NORTHWEST GLISAN STREET
PORTLAND 9, OREGON

OFFICE OF THE PRINCIPAL

March 19, 1968

Dr. Milton W. Field, Director
Special Services
Portland Public Schools
Portland, Oregon

Dear Dr. Field:

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Between Glisan and Hoyt Streets

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Sincerely yours,

Amasa L. Gilman
Amasa L. Gilman
Principal, Couch School

ALG:gw

RECEIVED
MAR 20 1968

SPECIAL SERVICES
SCHOOL DISTRICT No. 1 A4WF

April 12, 1968

Mr. L. A. Crocker, Chairman
Buckman Community Action Committee
1730 S.E. Taylor Street
Portland, Oregon 97214

Dear Mr. Crocker:

In accordance with your request of March 13th to Commissioner William A. Bowes, the closure of S.E. Oak Street between 11th and 12th Avenues during the noon hour has been investigated. We have also had similar requests from other elementary and high schools in the City.

Enclosed is a copy of an opinion from our City Attorney indicating that we cannot comply with your request.

If you have any further questions please contact me.

Sincerely,

D. E. BERGSTROM
Traffic Engineer

DEB
DEB:ba
Encl.

BUCKMAN COMMUNITY ACTION COMMITTEE
Portland, Oregon

March 13, 1968

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

Burgheim 7

Dear Commissioner Bowes:

Please consider this a formal request for the City of Portland to take appropriate steps to effect the closure of S.E. Oak Street between 11th and 12th Avenues, adjacent to the St. Francis School, during the noon hour from 11:30 a.m. to 12:30 p.m.

For your information, this street carries little vehicular traffic at this time of day so this closure would cause little or no inconvenience to drivers. At the same time it would provide an expanded play area for the school children who have very limited play facilities, without the worry of an occasional automobile creating a hazard.

An early response to this request will be appreciated.

Very truly yours,

A. L. (Al) Crocker,
Chairman

A. L. Crocker

1730 S.E. Taylor St.
Portland, Oregon 97214

ALC/mlh

RECEIVED

PCD MAR 13 1968

BUREAU OF
TRAFFIC ENGINEERING

*Compl. 36024 - St Oak
Letter to Mr Crocker w/
copy City Attorney opinion
4/11/68*

BUCKMAN COMMUNITY ACTION COMMITTEE
Portland, Oregon

March 13, 1968

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

Bergheim 7

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Very truly yours,

A. L. (Al) Crocker,
Chairman

A. L. Crocker

1730 S.E. Taylor St.
Portland, Oregon 97214

ALC/mlh

RECEIVED

pc MAR 15 1968

BUREAU OF
TRAFFIC ENGINEERING

CITY OF PORTLAND
INTER-OFFICE CORRESPONDENCE

(NOT FOR MAILING)

April 9, 1968

From City Attorney
To Traffic Engineering
Addressed to D. E. Bergstrom, Traffic Engineer
Subject Street Closure at Primary Schools

Dear Mr. Bergstrom:

In response to your letter of April 4, our opinion of January 5 relative to "No Through Traffic" signs at Jefferson High School is applicable to all schools in the City of Portland, including parochial.

In answer to the letter from Amasa L. Gilman, Principal of Couch School, the only way that N.W. 20th Avenue could be closed as he requested is by vacation. Streets are designed for traffic and not for playgrounds.

Very truly yours,

Alexander G. Brown

ALEXANDER G. BROWN
City Attorney

AGB/fg
Your file is returned.

RECEIVED

PCA APR 9 1968

BUREAU OF
TRAFFIC ENGINEERING

April 4, 1968

Traffic Engineering

City Attorney

Alexander G. Brown

Street Closure at Primary Schools

Dear Mr. Brown:


Attached are requests for part-time street closures at primary schools.

On January 5th of this year you gave us an opinion that it would not be proper to install "No Through Traffic" signs at Jefferson High School.

We would appreciate your opinion as to whether this type of signing would be legal at primary school locations?

Sincerely,

D. E. BERGSTROM
Traffic Engineer


DEB:ba
Encls.

FROM: Doc K

DATE: 4-2-68

TO:

- ☐ Staff
- ☐ Ahern
- ☐ Barbur & Parks
- ☒ Bergstrom
- ☐ Burnett
- ☐ Emery
- ☐ Hauser
- ☐ Hood
- ☐ James
- ☐ Kemp
- ☐ Knight
- ☐ 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

What route
should be taken
on this?

off hand I would
have to see 20th
closed in this
area with double
blocks.

Traffic Safety Comm.

Meter Maids

BUREAU OF TRAFFIC ENGINEERING
INTRA-OFFICE ROUTE SLIP

FROM:

Dick

DATE:

3-21-68

TO:

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

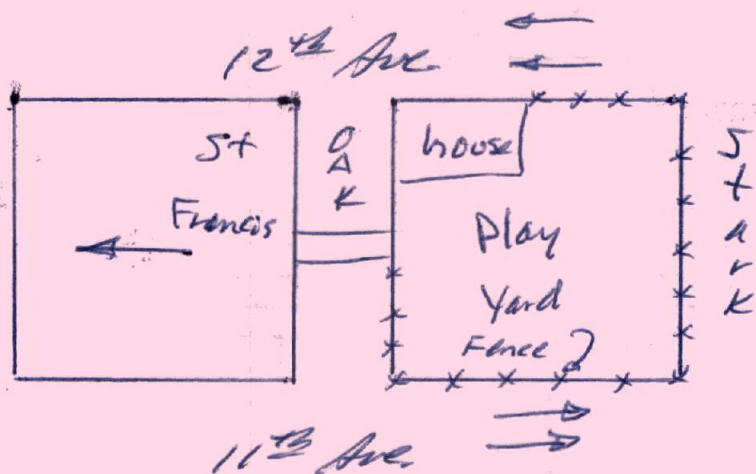
☐
☐
☐
☐

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

*Attached are copies
of letters regarding
request for street
closure @ Jeff Hs.
also request for Oak
St. ST. Francis
has more than
3/4 of a block to
play in with a
painted crosswalk
from school to yard
over 4*

☐ Traffic Safety Comm.

☐ Meter Maids



recommend attached letter
unless you feel our
report should go to
W.A.B.

PLS

SE. Oak
11th-12th

March 4, 1968

Mrs. Virginia Elliott
The St. Francis Parents' Club
1131 S.E. Oak Street
Portland, Oregon

Dear Mrs. Elliott:

We have received your letter requesting the return of the "No Thru Traffic" signs used to close S.E. Oak Street between 11th and 12th Avenues.

An opinion from the City Attorney has declared the use of these signs for this purpose illegal and we no longer issue them.

We recognize your problem but are sorry that City crews cannot be used to help grade your field.

Sincerely,

D. E. BERGSTROM
Traffic Engineer

DEB:ba

February 23, 1968

Traffic Engineers
City Hall Annex
420 S.W. Main St.
Portland, Oregon

Attention: Dave Magin.

To Whom it May Concern;

We the St. Francis Parents Club, wish to make an appeal for the return of the signs which we use to close S.E. Oak Street, between S. E. 11th and S. E. 12th Streets from 12 to 12:30 p.m. on weekdays.

Magin
We have a playfield, but it is not graded or surfaced. Some days it is impossible for our children to play on the field because it is wet and muddy. Since our signs have been removed our children, grades one through four, have been restricted to play on the sidewalks on both sides of Oak Street. Naturally, being children they often forget and dart out into the street, even though they are well supervised. Today eleven cars used that block during the half hour which would be our noon recess period. This situation is impossible!

Of course, we realize it would be much safer if our field were graded and surfaced for our children. But due to the fact that we are a small school on limited funds, we cannot afford to have this work done. Unless of course, the Traffic Engineers or some other city department would grade and surface the field for us at no charge or at least at a rate within our budget.

Please help us, as our children's safety is at stake. Should our signs be returned to us, we guarantee that we will not abuse either the privilege or the signs.

Very Sincerely,
The St. Francis Parents Club
Mrs. Lorraine Heard and
Mrs. Virginia Elliott
1131 S.E. Oak Street
Portland, Oregon

Mrs. Virginia Elliott

Please Reply.

RECEIVED

FEB 26 1968

7
BUREAU OF
TRAFFIC ENGINEERING
PCF
MM

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

January 5, 1968

From City Attorney
To Commissioner Bowes
Addressed to
Subject

Registered

Dear Commissioner Bowes:

Under date of December 19 you forwarded to this office a copy of a letter from D. E. Bergstrom, Traffic Engineer, relating to signs in the vicinity of Jefferson High School on N. Kerby Street.

It is the opinion of this office that this signing would not be proper, that it would be almost impossible to enforce, and would probably not be upheld by the court.

Very truly yours,

Alexander G. Brown

ALEXANDER G. BROWN
City Attorney

AGB:jw
cc:Bergstrom

December 14, 1967

Traffic Engineering

Public Works

Commissioner William A. Bowes

Signing in the vicinity of Jefferson High School-N. Kerby Street

Dear Commissioner Bowes:

Attached is a copy of a letter from this office to the police, and a copy of their answer concerning a proposal to install "No Thru Traffic Noon to 3:00 P.M. School Days" signs on streets adjacent to Jefferson High School.

I would appreciate an opinion from the City Attorney as to whether there would be any legal problem with this type of signing.

Respectfully submitted,

D. E. BERGSTROM
Traffic Engineer

DEB:ba
Encls.

November 29, 1967

Traffic Engineering

Bureau of Police

Dep. Chief Pat Carr

Jefferson High School - N. Kerby Street

Dear Chief Carr:

On Friday, November 17th, I met with Mr. Knouff, Principal of Jefferson High School. We discussed the traffic problems surrounding the school caused by non-students.

As a solution to this problem we both felt that signs restricting traffic on N. Kerby and Commercial Streets were preferable to any barricade type system. One possible solution would be to install signs reading "No Through Traffic School Days - Noon to 3:00 P.M."

I am not sure of the legality of this type of sign, however, before checking with the City Attorney do you feel this type of signing would present an enforcement problem? Please advise.

Sincerely,

D. E. BERGSTROM
Traffic Engineer

DEB:ba

V.L.A. E.