

MULTNOMAH SCHOOL OF THE BIBLE

Joseph C. Aldrich, President • 8435 Northeast Glisan Street, Portland, Oregon 97220 • Telephone: (503) 255-0332

Office of the President



Glisan
1980

October 30, 1980

Mr. T. V. Neely
317 S.W. Alder
Portland, OR 97204

Dear Mr. Neely:

We are very concerned about an unsafe traffic situation on Northeast Glisan Street between 82nd and 89th Streets. The speed limit on this portion of Glisan is 35 MPH, however that is rarely the speed motorists travel. It seems so not only to negligence of the drivers, but also because motorists tend to speed up when going up or down the hill between 87th and 89th.

We are extremely worried because sixteen of our full-time students live in housing on the south side of Glisan opposite the school. These students cross the street several times a day. In just one day they tally up an average of more than 200 crossings!

We are also having several visiting high school students living in these houses next month. It is for the safety of these students as well as the children in the surrounding community who frequently cross the street to Montavilla Park that we are appealing to you.

Approximately one month ago, a woman was hit and killed crossing Glisan at 85th. Two weeks prior to this incident a young boy was hit on his bicycle. We hope these incidents prove the need for action to be taken before another citizen is hit or killed.

We feel the speed limit should be changed to 20 MPH as it is for the school at 90th and Glisan. This school speed zone could be extended to 82nd to protect students and children.

FR 10554

Multnomah
Momentum

page 2

T. V. Neely

October 30, 1980

We would also like immediate enforcement of the present speed limit. Very rarely do we see a police car in this section using radar. Perhaps "Speed Checked by Radar" signs could be erected to encourage motorists to obey the speed limit.

We feel a moral and legal responsibility to make our streets safe for both motorists and pedestrians. It is our sincere hope that you feel the same.

Sincerely,

A handwritten signature in cursive script, reading "Joe Aldrich". The signature is written in dark ink and is positioned above the printed name.

Dr. Joseph C. Aldrich

MULTNOMAH SCHOOL OF THE BIBLE

Joseph C. Aldrich, President • 8435 Northeast Glisan Street, Portland, Oregon 97220 • Telephone: (503) 255-0332

Office of the President

Glisan



October 30, 1980

Mr. Don Borgstrom
Bureau of Traffic Engineering
317 S.W. Alder
Portland, OR 97204

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RECEIVED

NOV 6 1980

**BUREAU OF
TRAFFIC ENGINEERING**

*Multnomah
Momentum*

page 2

Don Borgstrom

October 30, 1980

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Sincerely,

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Joseph C. Aldrich



BEVERLY GEIGER

Assistant to
Mayor McCreedy
303 City Hall
Portland, Oregon 97204

Glisan

November 17, 1980

Neely
Tom, I will appreciate any feedback you have
on this matter---suggestions, recommendations, etc.

Bev

*TR#
10555
Keep this with
the rest of the
correspondence*

RECEIVED
NOV 19 1980
BUREAU OF
TRAFFIC ENGINEERING

OFFICE OF
Connie McCready
MAYOR



1220 S.W. FIFTH AVE.
PORTLAND, ORE 97204
503 248-4120

Glisan
1980

THE CITY OF
PORTLAND, OREGON

November 17, 1980

Dr. Joseph C. Aldrich
Multnomah School of the Bible
8435 NE Glisan Street
Portland, OR 97220

Dear Dr. Aldrich:

I am responding to your letter to Mayor McCready regarding the traffic situation on NE Glisan Street between 82nd and 89th Streets.

Your communication is being shared with Tom Neely, traffic engineer for that area, and with Captain Walker, Traffic Division of the Bureau of Police.

Mr. Neely will contact you regarding this matter. Indeed, we share your concern and feel the safety of both motorists and pedestrians is of the utmost importance. Thanks for writing.

Sincerely,

Beverly Geiger
Assistant to Mayor McCready

bg

cc: ✓ Tom Neely
Captain Walker

MULTNOMAH SCHOOL OF THE BIBLE

Joseph C. Dorr, President • 8495 Northeast Glisan Street, Portland, Oregon 97220 • Telephone: (503) 255-0332

RECEIVED

NOV - 5 1980

MAYOR'S OFFICE

Office of the President

BTE

October 30, 1980



MAYOR	
EXEC. ASST. II	
EXEC. ASST. I	
COMM. ASST.	<i>[Signature]</i>
ADM. SEC.	

Mayor Connie McCready
1220 S.W. 5th
Portland, OR 97204

Dear Mayor McCready:

We are very concerned about an unsafe traffic situation on Northeast Glisan Street between 82nd and 89th Streets. The speed limit on this portion of Glisan is 35 MPH, however that is rarely the speed motorists travel. It seems so not only to negligence of the drivers, but also because motorists tend to speed up when going up or down the hill between 87th and 89th.

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Multnomah
Momentum

October 30, 1980

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Sincerely,

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Dr. Joseph C. Aldrich



Oregon State Speed Control Board

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: TRA 7-2

November 7, 1980

TRA# 10554
Keep Together

Dr. Joseph C. Aldrich, President
Multnomah School of the Bible
8435 Northeast Glisan Street
Portland, OR 97220

Dear Dr. Aldrich:

This will acknowledge your letter of October 30, 1980, concerning the speed of traffic on Northeast Glisan Street between 82nd and 89th in Portland.

The State Speed Control Board prefers that requests for engineering investigations such as yours come from the local agency having jurisdiction. The Board has the authority to cause such an investigation but feels that there is local knowledge and financial responsibilities involved in signing and enforcement that makes it desirable to await requests from the local agency.

For this reason, your letter is being forwarded to Mr. Don Bergstrom, City Traffic Engineer, for whatever action he deems necessary. He will keep you advised of the decision in this matter.

Sincerely,

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Secretary

cc: D. E. Bergstrom ✓

RECEIVED

NOV 14 1980

BUREAU OF
TRAFFIC ENGINEERING

MULTNOMAH SCHOOL OF THE BIBLE

Joseph C. Aldrich, President • 8435 Northeast Glisan Street, Portland, Oregon 97220 • Telephone: (503) 255-0332

Office of the President



October 30, 1980

Mr. L. E. George,
Secretary of the
State Speed Control Board
State Highway Building
Salem, OR 97310

Dear Mr. George:

We are very concerned about an unsafe traffic situation on Northeast Glisan Street between 82nd and 89th Streets. The speed limit on this portion of Glisan is 35 MPH, however that is rarely the speed motorists travel. It seems most motorists are travelling at least 45 MPH. This seems so not only to negligence of the drivers, but also because motorists tend to speed up when going up or down the hill between 87th and 89th.

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RECEIVED

NOV 5 1980

TRAFFIC ENGINEERING

Multnomah
Momentum

NOTED
DWAYNE HOFSTETTER

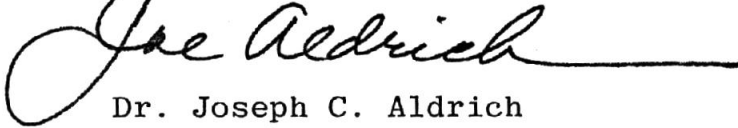
NOTED
L. E. GEORGE

October 30, 1980

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Sincerely,

A handwritten signature in cursive script that reads "Joe Aldrich". The signature is written in dark ink and is positioned above the printed name.

Dr. Joseph C. Aldrich

$$\begin{array}{r}
 21,500 \\
 - 6,000 \\
 \hline
 15,500 \\
 + 1,500 \\
 \hline
 \text{Buyout } 16,000
 \end{array}$$

$$\begin{array}{r}
 16,000 \\
 14,500 \\
 \hline
 1,500
 \end{array}$$

$$\begin{array}{r}
 6,000 \\
 - 1,500 \\
 \hline
 4,500 \text{ TO B.F.}
 \end{array}$$

$$\begin{array}{r}
 4,500 \\
 6,700 \\
 \hline
 11,200 \text{ Total To B.F.}
 \end{array}$$

$$\begin{array}{r}
 9,000 \\
 - 2,300 \\
 \hline
 6,700 \text{ against } 21,500 \text{ down} \\
 \text{Back in } 14,800 \\
 \hline
 12,500
 \end{array}$$

TO B.F. 7

$$\begin{array}{r}
 \text{Buyout } 14,800 \\
 - 12,500 \\
 \hline
 2,300 \text{ in escrow}
 \end{array}$$

S & T Industries Inc.

P. O. Box 421
Sherwood, Or. 97140
503 239 - 5977

Glisan

November 3, 1980

Mr. Cliff Knudson

We are the owners of an office building at 2306 NE Glisan. On request of our tenants we wish to have a sign erected in front of the building limiting parking to 30 minutes. There is only one parking space in front of this building. If you have questions or wish to contact us please call 238-0986

*I called this number
& received answer service
at 2:00*

S & T Industries Inc.

[Signature]
President

Tenants

*Janice McKay
McKay Computer Services Inc.
Wing + Associates - *[Signature]*
Factory Store *[Signature]**

C. J. MASCO	
To:	NICKI
Date:	10-10-80
Assign To:	CLIFF
Refer To:	
Return To:	
Discuss With Me	
Please Handle	X
For Your Info.	
Prepare Answer	
Please Attend	

TR # 10834
WO # 22739

RECEIVED
NOV 5 1980
BUREAU OF
TRAFFIC ENGINEERING

Glisan

December 22, 1980

MEMORANDUM

TO: Commissioner Mildred A. Schwab

FROM: Don Bergstrom

This is in response to your letter of December 11 concerning a request by Larry Trogen Pastor of Hope Presbyterian Church that a pedestrian signal be installed at the intersection of N. E. 78th and Glisan.

You are correct, Commissioner, in that the Bureau of Traffic Engineering has recently reviewed traffic conditions at this location prior to submitting our Capital Improvement Program for Fiscal 81-82.

The results of our review, which includes studying traffic volumes, traffic speed and pedestrian crossings, shows a prioritized list of those intersections needing signalization.

Attached is the list prepared after our review in the fall of 1980 which shows that the intersection of N. E. Glisan and 78th is number 1 on the list with 36 points. Accordingly, Traffic Engineering is recommending in the Bureau's Capital Improvement Program that a pedestrian actuated signal be installed at the intersection of N. E. 78th and Glisan.

I have included for your information, a priority list for pedestrian actuated signals and also portions of our Capital Improvement Program pertaining to the intersection of 78th and Glisan.

Copies of Mr. Trogen's letter to the Mayor will be made available to the Council at the time the budget for Traffic Engineering is under consideration. We will also recheck this intersection to see if there are any additional signs or crosswalk markings that could be made to improve safety conditions at this location.


DEB:jjp

*cc/ Larry Trogen
Mayor Daniel*

Gliston

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

From Commissioner Schwab December 11, 1980
To Don Bergstrom - Traffic Engineering
Addressed to
Subject Letter from Pastor Larry Trogen



Attached hereto you will find a copy of a letter from Larry Trogen, Pastor of Hope Presbyterian Church, addressed to Mayor Ivancie and the Mayor's response to Mr. Trogen.

I know this is an area which you have been studying at great lengths, and I would appreciate your sending a copy of your findings and recommendations to me with a copy to the Mayor and Pastor Trogen.

I would also appreciate knowing if this is in a future Capital Improvements program submission. Thank you.

MAS/ps

cc: Pastor Larry Trogen
Mayor Ivancie

RECEIVED
DEC 17 1980
BUREAU OF
TRAFFIC ENGINEERING



CITY OF
PORTLAND, OREGON
OFFICE OF MAYOR

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

December 9, 1980

RECEIVED
DEC 10 1980

OFFICE OF COMMISSIONER
OF PUBLIC AFFAIRS

Rev. Larry E. Trogen
Hope Presbyterian Church
450 NE 78th Avenue
Portland, OR 97213

Dear Rev. Trogen:

Thank you for your letter in which you point out concerns for pedestrian safety at the intersection of NE 78th and Glisan Street.

Traffic signals are prioritized by the Bureau of Traffic Engineering which is under the administration of Commissioner Mildred Schwab. Therefore, I am forwarding a copy of your communication to her.

Portland has a unique form of government, under which the various City bureaus are divided among the Commissioners. As Mayor I am given the responsibility to assign each of the bureaus, but I don't have administrative authority over those which are not directly under my jurisdiction.

Commissioner Schwab will be in touch with you. Thank you for letting me know your thoughts on this matter.

Sincerely,


MAYOR

FJI:bg

cc: ✓ Commissioner Schwab

HOPE PRESBYTERIAN CHURCH

450 NORTHEAST 78TH AVENUE
PORTLAND, OREGON 97213

RECEIVED
DEC 8 1980

LARRY E. TROGEN, PASTOR
CHURCH: 254-7774
HOME: 255-6959

MAYOR'S OFFICE

December 4, 1980

Mayor Frank Ivancie
City Hall
Portland, Oregon

Dear Mayor Ivancie:

I am writing a letter of great concern regarding the traffic situation on the corner of N.E. 78th and Glisan Street. It is a growing problem that becomes more severe with each passing day. On this corner there are two significant churches in the city of Portland, namely Bible Temple Church and Hope Presbyterian Church. Both of these are growing churches and are a plus factor for morality and righteousness in our city. In addition to having church on Sunday, Bible Temple runs a very fine grade school, high school, and college program for a number of students.

The corner of N. E. 78th and Glisan has many young people crossing at all times during the regular week days and on Sunday. There have been a number of minor accidents at or near this corner during the past few months. I am writing this letter to ask the City to install a traffic light at this corner. For the sake of safety, I strongly recommend that a light be put in on this corner in the immediate future. Two minor accidents have occurred here within the past few days. It is my prayer that it will not take a fatal accident before action is taken.

It seems strange to me that on 74th and Glisan there is a traffic light where a tavern and store are located, but none where hundreds of people go daily and on Sunday. I am certain that you will rectify this situation.

Cordially yours,



Larry E. Trogen, Pastor

Neely

Glisan

TERRY G. SUNDKVIST

ATTORNEY AT LAW
P.O. Box 23025
PORTLAND, OREGON 97223
(503) 620-3531

November 12, 1980

T.V. Neely, Traffic Engineer
City of Portland
Bureau of Traffic Engineering
317 SW Alder Street
Portland, Oregon 97204

Re: Hoffman v Pettyjohn, Multnomah District No. 206-372
Intersection NE Glisan and 39th Avenue

Dear Mr. Neely:

Enclosed herewith for your signature please find the original Affidavit relating to this case. Please sign and return the Affidavit to me as soon as possible so that I can file it with the Court.

Incidentally, we do have a first trial date in this case of November 26, 1980. However, both the opposing attorney and myself have agreed that we would like to have a Judge rule upon the questions raised by your Affidavit before the case proceeds to trial. I am therefore requesting that the trial be reset. I am sure you don't want to testify on the day before Thanksgiving, and I certainly don't want to have a trial on that day.

I would like to thank you again for your courtesies in the handling of this matter. I will certainly let you know as soon as we have a ruling by the Judge on the question of how this intersection should be viewed. Please return the Affidavit to me as soon as possible so that I can get this matter before a Judge.

Sincerely,

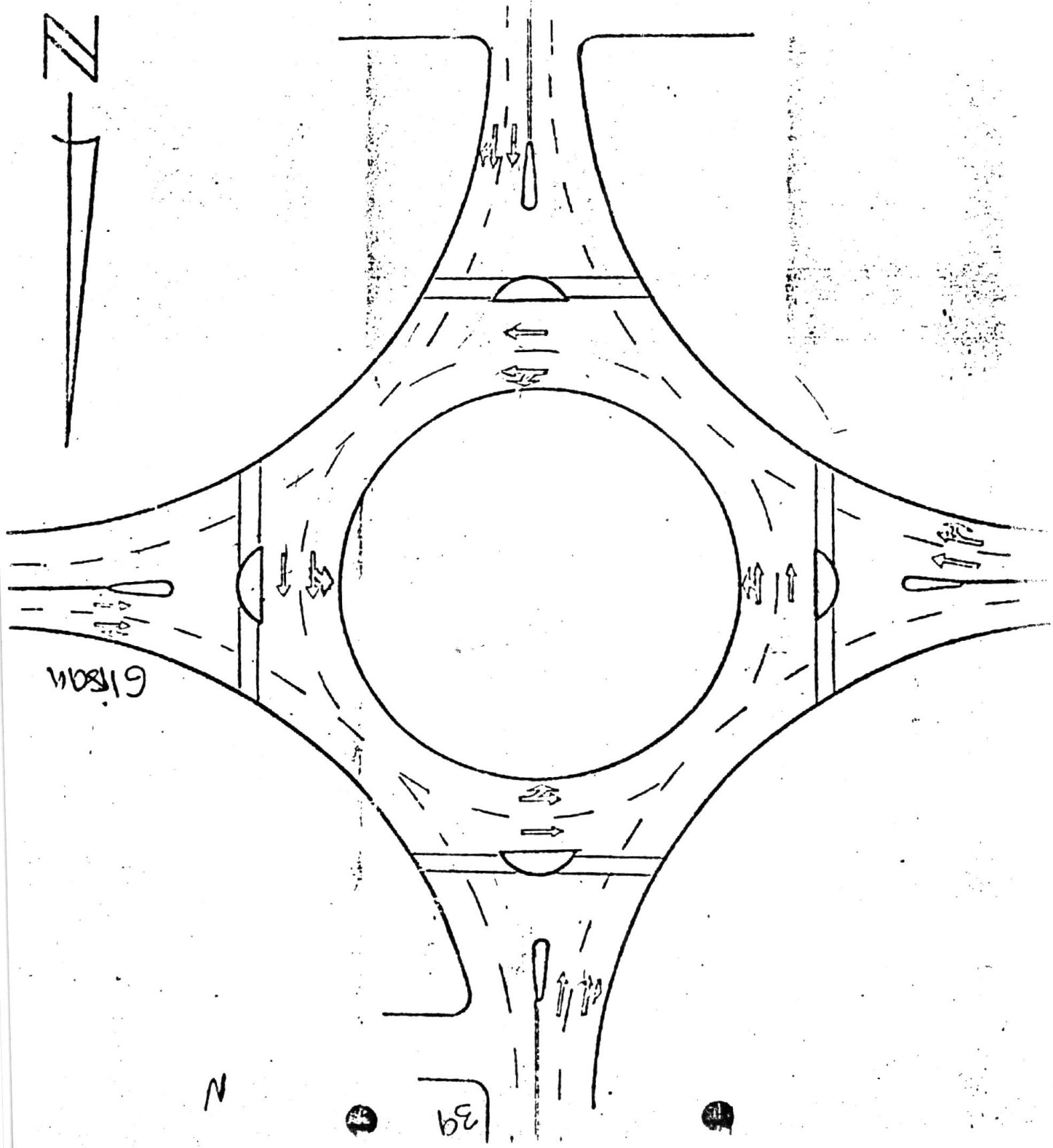
T. G. Sundkvist
Terry G. Sundkvist

jsm
Enclosure

RECEIVED
NOV 12 1980
ml
BUREAU OF
TRAFFIC ENGINEERING

ME 39 & 64501

EXHIBIT A



6) That it is the intent of the Bureau of Traffic Engineering in applying said painted directional control arrows in the circle constituting the intersection that the traffic in the inside lane of the circle have the option of exiting the circle onto the same named street from which it entered and continuing in the direction in which it was originally traveling prior to entering the circle, or of continuing three quarters of the way around the circle and exiting as a left turn onto the cross street; that traffic in the outside lane of the circle may exit the circle at the next intersection of the cross street as a right turn or continue half way around the circle and exit onto the same named street from which it entered and continuing in the direction in which it was originally traveling prior to entering the circle and not continue three quarters of the way around the circle to exit onto the cross street as a left turn.

T. V. Neely
T. V. NEELY

SUBSCRIBED AND SWORN before me this 14th day of November, 1980.

Ernestine M. Buttenham
Notary Public for Oregon

My commission expires: May 15, 1984

1 IN THE DISTRICT COURT OF THE STATE OF OREGON

2 FOR THE COUNTY OF MULTNOMAH

3	WOLFGANG HOFFMAN,)	
4	Plaintiff,)	NO. 206372
5	v)	AFFIDAVIT OF
6	ROY PETTYJOHN,)	T.V. NEELY
7	Defendant.)	

8

9 I, T.V. NEELY, depose and state:

10 1) I am employed by the City of Portland, Bureau of
11 Traffic Engineering, as a Traffic Engineer.

12 2) In my capacity as a Traffic Engineer, I have become
13 familiar with the intersection of N.E. Glisan and N.E. 39th Avenue,
14 with the intent of the Bureau concerning that intersection, and
15 with the records of the Bureau of Traffic Engineering concerning
16 that intersection.

17 3) That the map attached hereto as Exhibit A
18 accurately reflects an aerial view of that intersection, including
19 the traffic directional arrows painted in the intersection.

20 4) That the records of the Bureau of Traffic Engineering
21 indicate that the traffic directional arrows painted in the
22 circle which constitutes the intersection were first painted
23 therein on September 9, 1971.

24 5) That since that time, those arrows have been
25 repainted on numerous occasions, the last occasion prior to the
26 accident which gave rise to this lawsuit being May 10, 1978.

TERRY G. SUNDKVIST

ATTORNEY AT LAW
P.O. Box 23025
PORTLAND, OREGON 97223
(503) 620-3531

October 9, 1980

T.V. Neely
Traffic Engineer
City of Portland
Bureau of Traffic Engineering
317 SW Alder Street
Portland, Oregon 97204

fill Glisan
Jo (MOR)

RECEIVED
OCT 10 1980
BUREAU OF
TRAFFIC ENGINEERING

Re: Hoffman v Pettyjohn
Multnomah District Court No. 206372
Intersection NE Glisan and 39th Avenue

Dear Mr. Neely:

As you may recall, we have spoken on two occasions concerning a lawsuit arising from a collision at NE Glisan and 39th. I am representing the defendant in this action who was attempting to exit the circle from the inside lane when struck from his right rear by a car intending to proceed around the circle in the outside lane.

The attorney for the plaintiff in this case and myself have come to an agreement that the crucial issue in this case is how the intersection is to be treated with respect to the right to exit the circle or continue around it. We will be taking the case in front of a Judge shortly to get a judicial decision on this question. Hopefully, the Judge's decision will render a full blown trial of this case unnecessary.

In order to present the issue to the court, I will have to present to the court affidavits which reflect what witnesses would actually testify to were they called to a trial. To this end, I have prepared the enclosed draft of an Affidavit for your consideration. Please check the Affidavit and see if it accurately reflects what you would be willing to testify to if called to court. If you have any suggestions for improvement of the Affidavit, please give me a call at your earliest convenience. As you will note, there are blanks in the draft Affidavit, paragraphs IV and V. The blank in paragraph IV should be self-explanatory and if you could simply fill in the date in the draft copy and return it to me I will have it typed in in the final Affidavit. As to paragraph V, please indicate in the blank the last date which your records reflect the arrows were painted prior to April 8, 1980, which was the date of the subject accident.

As soon as you have returned the draft copy to me with the requested information and any suggestions you may have for improvement, I'll have my secretary re-type it into final form and send it back to you for your signature.

On behalf of myself, Mr. Pettyjohn, and his insurance company I would like to thank you for your cooperation in the handling of this matter. I am extremely hopeful we will be able to resolve this without the necessity of calling you to court. If you have any questions, please don't hesitate to give me a call.

Sincerely,

A handwritten signature in dark ink, appearing to read "Terry G. Sundkvist", written in a cursive style.

Terry G. Sundkvist

jsm
Enclosure
cc: Melody Botorf
168 886867 6 HL5

1 IN THE DISTRICT COURT OF THE STATE OF OREGON

2 FOR THE COUNTY OF MULTNOMAH

3 WOLFGANG HOFFMAN,

4 Plaintiff,

5 v

6 ROY PETTYJOHN,

7 Defendant.

NO. 206372

AFFIDAVIT OF

T.V. NEELY

DRAFT

8 I, T.V. NEELY, depose and state:

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23 5) That since that time, those arrows have been
24 repainted on numerous occasions, the last occasion prior to the
25 accident which gave rise to this lawsuit being May 10, 1978.

26 ///

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1 6) That it is the intent of the Bureau of Traffic
2 Engineering in applying said painted directional control
3 arrows in the circle constituting the intersection that the
4 traffic in the inside lane of the circle have the option of
5 exiting the circle *ONTO THE SAME NAMED STREET, WHICH IT ENTERED* *and continuing*
THREE QUARTERS OF THE WAY AND EXITING AS A LEFT TURN ONTO THE CROSS ST. IN THE DIRECTION
6 continuing around the circle; that traffic in the outside *IN WHICH IT*
7 lane of the circle may only exit the circle at the next *WAS ORIGINALLY*
ON THE RIGHT OF EXITING THE CIRCLE OR ON TRAVELING PRIOR
8 intersecting street, and not continue around the circle. *TO ENTERING*
9 *TO MAKE A LEFT TURN ONTO THE CROSS STREET. THE CIRCLE*

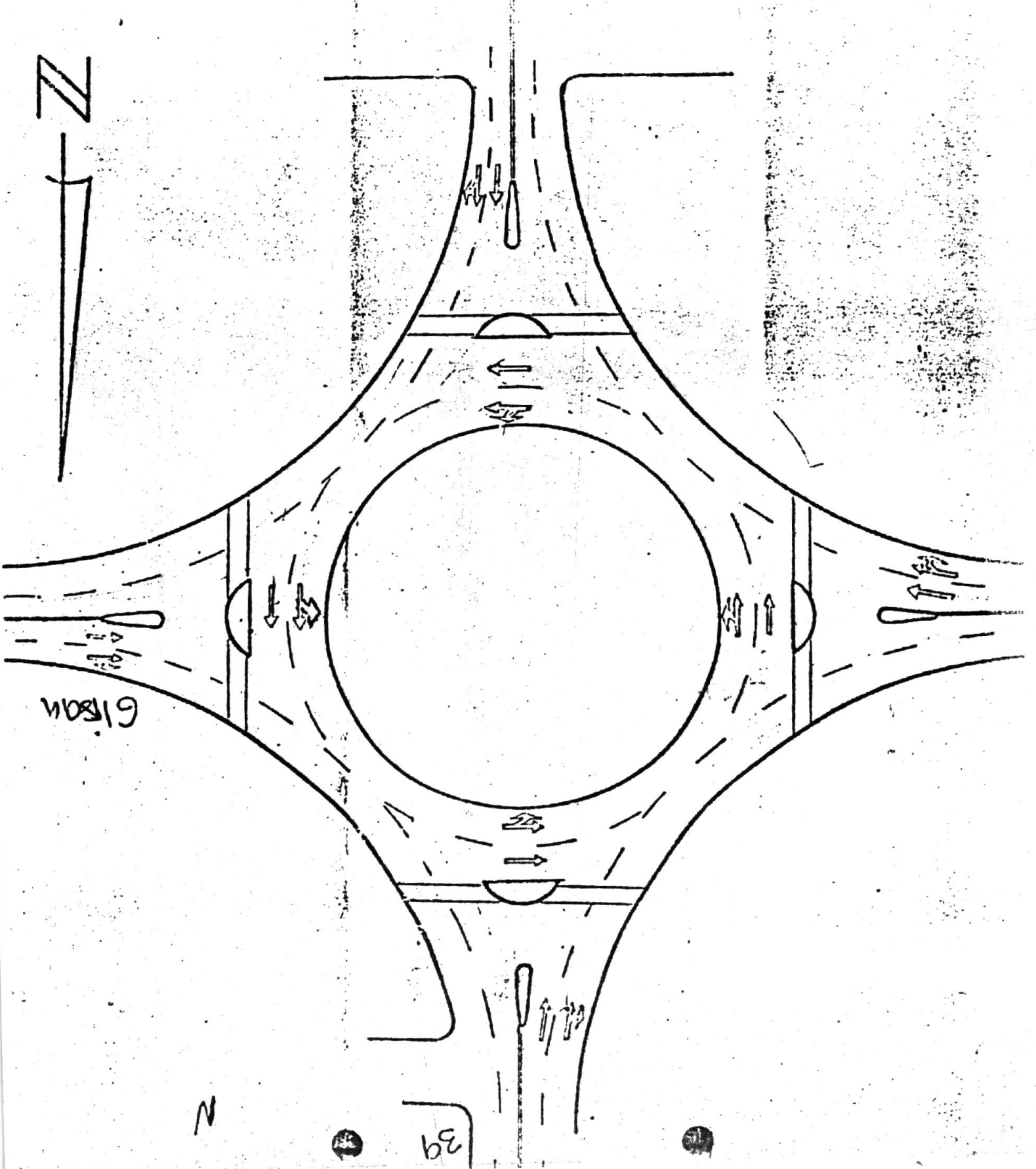
10
11
12 SUBSCRIBED AND SWORN before me this _____ day of
13 _____, 1980

14
15
16 _____
17 Notary Public for Oregon

18
19
20 My commission expires: _____
21
22
23
24
25
26

NE 39 & GILSON

EXHIBIT A



Great American Stereo Warehouse

115 N.W. FIRST AVENUE - PORTLAND, OREGON 97209 - (503) 223-3193

430 NE Glisan 97232

232-5192

Glisan

C. J. MASCO	
TO:	NICKI
Date:	7-28-80
Assign To:	JOAN
Refer To:	
Return To:	
Discuss With Me	
Please Handle	
For Your Info.	
Prepare Answer	
Please Attend	

DEAR JOAN LOOMIS

THIS IS A WRITTEN REQUEST
FOR "PARKING ONE HOUR" SIGNS
ALONG GLISAN IN FRONT OF
MY STORE. NO CUSTOMERS CAN
PARK THERE BECAUSE THE SAME
SEVERAL SEAR'S EMPLOYEES PARK
THERE FROM 8 AM TO 5 PM EVERY-
DAY. THE ADDRESS FOR THIS STORE
IS: 430 NE GLISAN PORT., OR.

I WILL APPRECIATE YOUR HELP.

RECEIVED

JUL 24 1980

BUREAU OF
TRAFFIC ENGINEERING

W.O. 22608

TR # 10069

THANK YOU
Steve Mitchell - MAN.

BUREAU OF TRAFFIC ENGINEERING
INTRA-OFFICE ROUTE SLIP

FROM

Dick

DATE

Apr. 7 '80

STAFF
BAUER
BERGSTROM
BOLLING
BURDETTE
BUTTENHAM
CHADIMA
CHOATE
DAVIS
DORN
EVANS
FRANKLIN
HASSETT
JAMES
JAPPORT
KNUDSON
KOENIG
LOOMIS
~~MAGIN~~
MARTINI
MASCO
MASON
MUIR
NEELY
NISHIKAWA
NOZAKI
PARKS
PHELAN
SCHOMANN
SPEER
STARK
WEBER
WETMORE
WILSON, JIM
WILSON, MAURY

CIRCULATE
INITIAL
FILE
FOR YOUR INFORMATION
FOR YOUR APPROVAL
ORDER
PREPARE ANSWER (DRAFT)
RETURN TO _____
SEE ME
INVESTIGATE AND REPORT
PLEASE PROCESS
PLEASE ATTEND
REVIEW AND COMMENT
PLEASE DISCUSS WITH ME

*DEB. Think we
should do more
at this intersection*

Add "Stop Ahead"

signs, ~~Stop Flaps~~

~~or~~ Stop Lines.

~~More Parking Removal?~~

~~Etc~~

PARKING PATROL DIVISION

*Then write a note to
Office thanking him for his report
Memo to pol- 4/2/80.*

Glisan

April 4, 1980

MEMORANDUM

TO: D. E. Bergstrom
FROM: D. R. Magin
SUBJECT: N. W. 22nd and Glisan

Recommendation on control at this location, also all of N. W. 22nd, will be as per Northwest Portland Transportation Study being begun by the Bureau of Planning.

Meanwhile, we have arranged to trim three trees blocking the view of the norbound "Stop" sign and have ascertained that both "Stop" signs are 30", and that all one-way signing is in order.

We are writing a letter to PDC regarding the location of tree plantings at controlled intersection. Inspection of the area shows very recent plantings which will in time cause similar problem at other locations. Some of the problems could be alleviated with the selection of tree species.

Also, an inspection of the area will be conducted at night to determine reflectivity of some Stop signs which may be over their life span.

DRM:jjp

April 4, 1980

MEMORANDUM

TO: D. E. Bergstrom
FROM: D. R. Magin
SUBJECT: N. W. 22nd and Glisan

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Also, an inspection of the area will be conducted at night to determine reflectivity of some Stop signs which may be over their life span.

DRM:jjp

To DEB
Rv DRM
RC ^{NW} 22nd & 6/1507

TYPE By
Frt 4PM
PJA

4-4-80

P Recommendation on control at this location, also all of N.W. 22nd, will be as per Northwest Portland Transportation Study being begun by the Bureau of Planning.

P Meanwhile we have arranged to trim three trees blocking the view of the northward "Stop" sign and have ascertained that both "stop" signs are 30", and that all one-way signing is in order.

DEB

P WE ARE writing a LETTER to POC regarding the location of tree plantings at controlled intersections. Inspection of the area shows very recent plantings which will in time CAUSE similar problems at other locations. Some of the problem could be alleviated with the selection of tree species.

P Also an inspection of the area will be conducted at night to determine reflectivity of some stop signs which may be over their life span.

DRM

BUREAU OF TRAFFIC ENGINEERING
INTRA-OFFICE ROUTE SLIP

FROM

Dick

DATE

Apr. 1, 80

STAFF
BAUER
BERGSTROM
BOLLING
BURDETTE
BUTTENHAM
CHADIMA
CHOATE
DAVIS
DORN
EVANS
FRANKLIN
HASSETT
JAMES
JAPPORT
KNUDSON
KOENIG
LOOMIS
MAGIN
MARTINI
MASCO
MASON
MUIR
NEELY
NISHIKAWA
NOZAKI
PARKS
PHELAN
SCHOMANN
SPEER
STARK
WEBER
WETMORE
WILSON, JIM
WILSON, MAURY

CIRCULATE
INITIAL
FILE
FOR YOUR INFORMATION
FOR YOUR APPROVAL
ORDER
PREPARE ANSWER (DRAFT)
RETURN TO _____
SEE ME
INVESTIGATE AND REPORT
PLEASE PROCESS
PLEASE ATTEND
REVIEW AND COMMENT
PLEASE DISCUSS WITH ME

*DEB. Wants a
recommendation on
additional traffic control
of or P. Control for N.W.
22nd & Glisan By Fri.*

Apr. 4.

*Also Wants a report
on how to handle
22nd Ave all the way*

PARKING PATROL DIVISION

*(77) through.
What have we done at
the high accident locations of*

on this Acid Tabulation?

We should look at locations
with 12+ Acid at uncontrolled
inter. (4 yr. total) & also at
high #'s of Acid at the
various other controls &
make recommendations.

DEB

Accid Info

N.W. 22nd & 6th San

We are asking
for police report but
it probably won't
be here until Thursday.

ATTENTION CITY TRAFFIC ENGINEER'S OFFICE.

A. Case Number <i>Misc</i>		RECEIVED SPECIAL REPORT MAR 31 1980 City of Portland, Bureau of Police BUREAU OF TRAFFIC ENGINEERING		COMPUTER ENTRY		REFER CASE #	
B. Classification				PERSONS <input type="checkbox"/> VEHICLE <input type="checkbox"/> CRIME <input type="checkbox"/> PROPERTY <input type="checkbox"/> BOOKING <input type="checkbox"/>		DISTRIBUTION <input checked="" type="checkbox"/> Central <input type="checkbox"/> Dets <input type="checkbox"/> DA <input type="checkbox"/> East <input type="checkbox"/> Youth <input type="checkbox"/> Ident <input type="checkbox"/> North <input type="checkbox"/> SID <input type="checkbox"/> Prop Room <input checked="" type="checkbox"/> Traffic <input type="checkbox"/> SFO/SST <input type="checkbox"/> Crime Prev. <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> Traf Engineers	
C. Type Report		D. Case Status		Date _____ Opr. _____			
Supplemental <input type="checkbox"/> Information <input checked="" type="checkbox"/> Clearance <input type="checkbox"/>		1. Clr. By Arrest <input type="checkbox"/> 2. Referred <input type="checkbox"/> 3. Suspended <input type="checkbox"/> 4. Unfounded <input type="checkbox"/> 5. Pending <input type="checkbox"/> 6. Exceptional <input type="checkbox"/>					
1. Original Report Date <i>033080</i>		2. Time <i>2200</i>		3. This Report Date <i>033080</i>		4. Time <i>2200</i>	
5. Location of Occurrence <i>NW 22nd @ NW Glisan</i>		6. Computer Entry #					
7. Victim or Complainant <i>MURAWSKI MARK W.</i>				8. Residence Address <i>209 SW OAK</i>		9. Res. Phone <i>248 5633</i>	
10. Sex <i>M</i>				11. Race <i>W</i>		12. D.O.B. <i>03/052</i>	
13. Subject of This Report <i>TRAFFIC ACCIDENTS AT N.W. 22nd AND NW Glisan.</i>						14. Total Value of Recovered Prop. (Itemize Below)	

15. Details:

SIR;

REGARDING TRAFFIC PROBLEM AT ABOVE LOCATION, DUE TO A HIGH NUMBER OF ACCIDENTS AN EFFORT SHOULD BE MADE TO INSTALL A MORE VISIBLE TRAFFIC CONTROL DEVICE.

N.W. GLISAN IS A TWO LANE STREET, ONE WAY TRAFFIC WEST BOUND. NW 22nd IS A TWO WAY STREET NORTH BOUND AND SOUTH BOUND. THERE ARE STOP SIGNS POSTED ON NW 22nd FOR N/B AND S/B TRAFFIC. THERE ARE THREE APARTMENTS AT THAT INTERSECTION, ONE EACH ON THE N.W. CORNER, THE N.E. CORNER AND SE CORNER.

THERE HAVE BEEN A TOTAL OF 31 ACCIDENTS AT THIS LOCATION FROM 7-'74 TO 03-'80. 10 OF THESE ACCIDENTS INVOLVED PHYSICAL INJURY. THERE HAS BEEN ONE FATAL I'M AWARE OF. THERE HAVE BEEN A TOTAL OF 8 D.U.I.T. ARRESTS FROM 11-'74 TO 03-'80.

I HAVE BEEN CONNECTED W/ APROX 4 ACCIDENTS AT THIS LOCATION

Reporting Officer(s) <i>Mark H. Shaw</i>		Off. I.D. Number		Prec/Div <i>CENTRAL</i>		Relief/Shift <i>H</i>		Assn/Dist <i>822</i>	
Radio Call Times		REC: <i>2200</i>		ARR: <i>2200</i>		CLR: <i>2250</i>		Approved By <i>DPW</i>	

EITHER INVESTIGATING, OR COVERING A TRAFFIC UNIT. THESE ACCIDENTS HAVE INVOLVED VEHICLES TRAVELING N/B ON NW 22ND HAVING IMPACT W/ VEHICLES ON GLISAN. THE STOP SIGN POSTED ON THE S.E. CORNER IS OFTEN EASILY MISSED DUE TO SOME YOUNG TREES WHICH PARTIALLY OBSCURE IT. THE APT. BUILDING ON THE S.E. CORNER IS CLOSE ENOUGH TO THE STREET THAT OFTEN ONE MUST "NOSE" HIS VEHICLE OUT PARTIALLY INTO THE SOUTH W/B LANE TO GAIN A CLEAR VIEW OF W/B TRAFFIC ON GLISAN. VEHICLES PARKED UP TO THE CORNER ON THE EAST SIDE OF NW. 22ND AND ON THE SOUTH SIDE OF GLISAN CONTRIBUTE TO THE PROBLEM OF ONE TRYING TO OBSERVE TRAFFIC. TO ILLUSTRATE THIS PROBLEM, IT IS OFTEN DIFFICULT FOR VEHICLES W/B ON GLISAN TO TURN S/B ON NW 22ND IF A VEHICLE IS STOPPED AT THE SIGN HEADING N/B ON NW. 22ND WAITING TO EITHER ENTER GLISAN OR CROSS IT, NW 22ND BEING A RESIDENTIAL STREET AND BEING APPROX 36' WIDE. OFTEN DOES NOT LEAVE ENOUGH ROOM FOR THE TURNING VEHICLE FROM GLISAN.

INSTALLATION OF A FLASHING STOP FOR TRAFFIC ON NW 22ND AND ELIMINATION OF PARKING 50' TO 70' ON THE SOUTH SIDE OF GLISAN AND THE EAST SIDE OF NW 22ND FROM THE CORNER BACK WOULD BE IMPROVEMENTS. REFER TO ROUGH DIAGRAM.

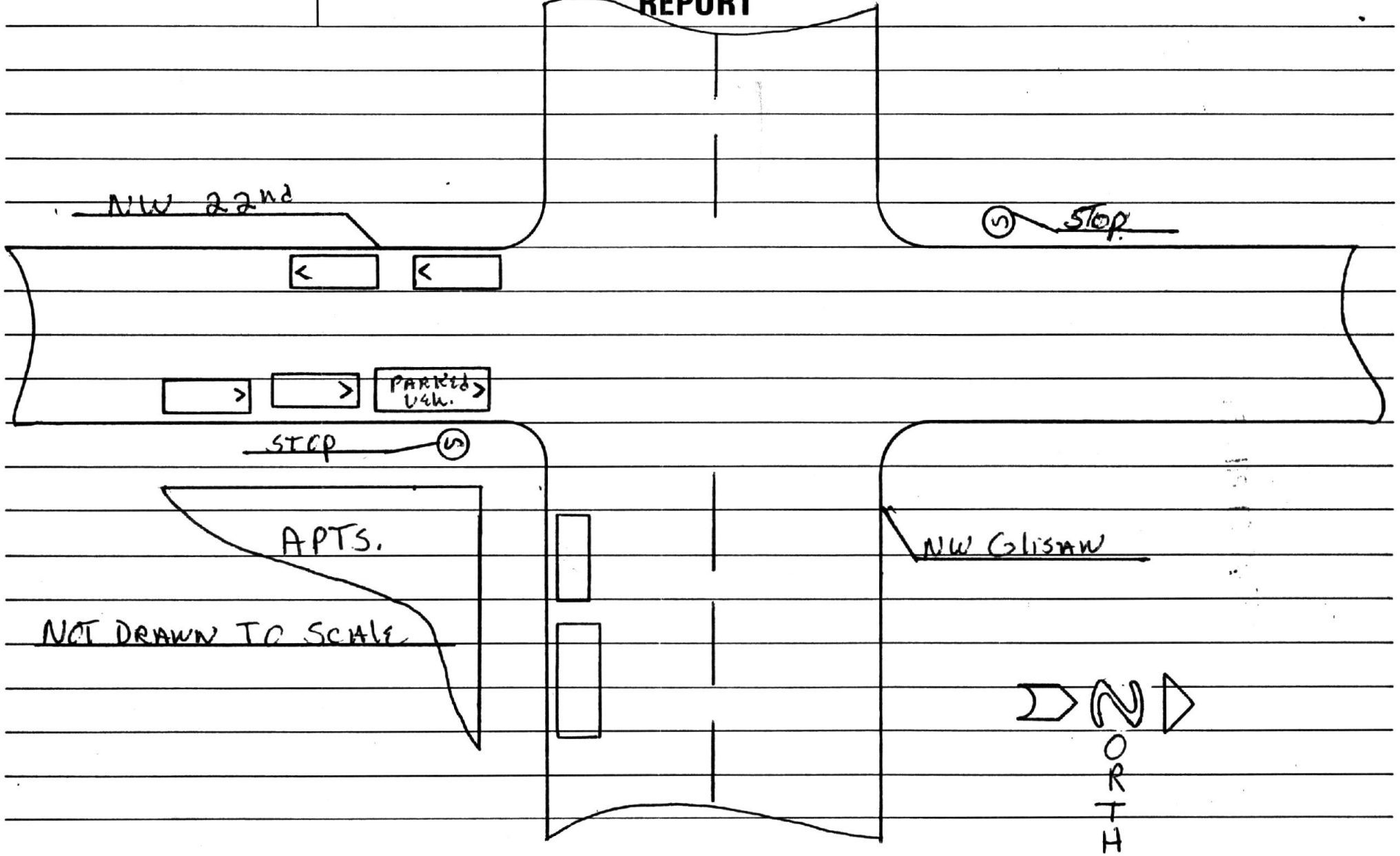
RSSF.

CONT.

A. Case Number

B. Classification

CONTINUATION REPORT



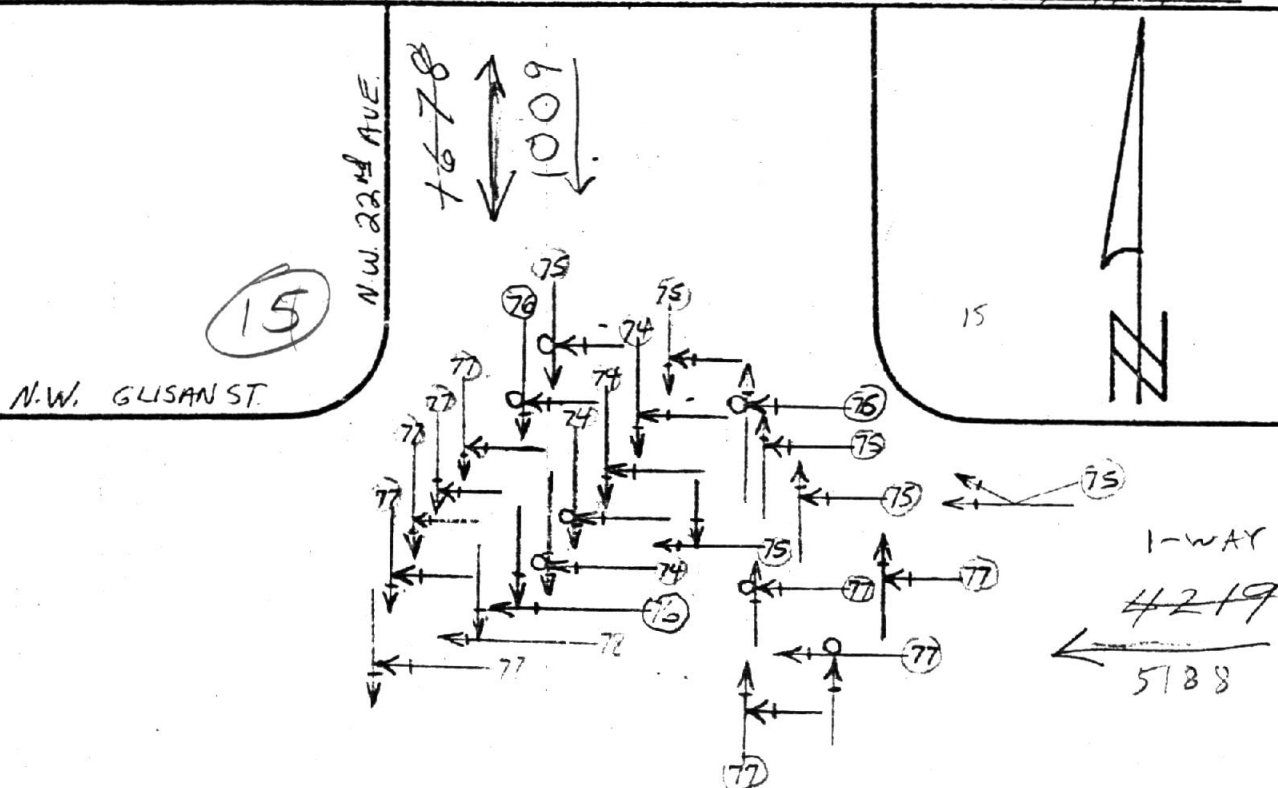
Reporting Officer(s) <i>M. Munoz</i>	Off. I.D. Number <i>6585</i>	Prec/Div <i>CENTRAL</i>	Relief/Shift <i>A</i>	Assn/Dist <i>822</i>
---	---------------------------------	----------------------------	--------------------------	-------------------------

80 MAR 30 PII : 57

CITY OF PORTLAND, OREGON
BUREAU OF TRAFFIC ENGINEERING

COLLISION DIAGRAM

LOCATION N.W. Glisan & N.W. 22nd Ave COMPILED BY R. EVANS
PERIOD COVERED 1974 TO 8 mcs 1978 DATE 1/19/79



7
accident
Rate = 2.38
per million/veh
entering

COLLISION TYPE	1974				1975				1976				1977				8 mcs 1978			
	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total
Angle		2	2	4		1	4	5		2	1	3		2	6	8		2	2	
Head-on																				
Rear-end																				
Sideswipe						1	1													
Turning Movement																				
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL		2	2	4		1	5	6		2	1	3		2	6	8		2	2	

4 corr/4p
438

5 corr/4p
248 358

3 corr/4p
148 258

8 corr/4p
448 638

**CITY OF PORTLAND, OREGON
BUREAU OF TRAFFIC ENGINEERING**

COLLISION DIAGRAM

LOCATION N.W. GLISAN ST. @ N.W. 22ND AVE. COMPILED BY ROLLINS
PERIOD COVERED 1978 TO 7 MOS - 1979 DATE JAN. 13, 1979

LEGEND

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

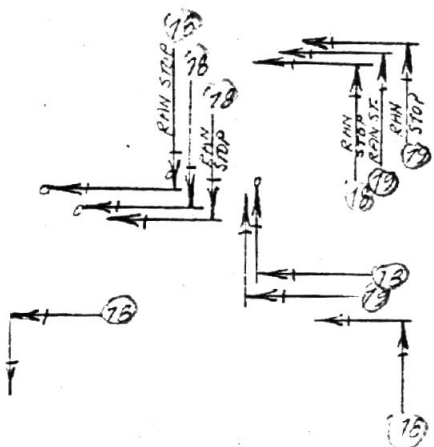
4
B

1009
↓

N.W. 22ND AVE.



N.W. GLISAN ST.



1-WAY
← 4219
5138

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

708
↑

①

COLLISION TYPE	1978				7 MOS - 1979								7.1.78-12.79			
	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		3	4	7		3	3							10	20	30
Head-on																
Rear-end																
Sideswipe															1	1
Turning Movement																
Parking																
Non-collision																
Fixed Object																
Pedestrian																
Backing																
Misc.																
TOTAL		3	4	7		3	3							10	21	31

7 cars/stp
3 NB 4 SB

3 cars/stp
3 NB

3 cars/stp
13 NB 17 SB

25 x 1

9-25-75

SUMMARY OF ACCIDENT DATA

TYPE OF CONTROL	NO. OF INTERSECTIONS	AVERAGE NO. OF ACCIDENTS	AVERAGE ACCIDENT RATE
SIGNAL	434	5	0.80
PED-SIGNAL	30	2	0.37
RR SIGNAL	0	0	0.00
4-WAY STOP	38	1	0.51
STOP	200	2	0.62
YIELD	0	0	0.00
SCHOOL XING	85	4	0.72
<hr/>			
TOTALS	702	4	0.71

NOTE- THIS PROGRAM COMPUTES THE ACCIDENT RATE PER MILLION VEHICLES ENTERING THE INTERSECTION, USING THE FORMULA-

$$\text{RATE} = \text{NO. OF ACCIDENTS} * 1,000,000 / \text{ENTERING VOLUME} * 340$$

OR

$$\text{RATE} = \text{NO. OF ACCIDENTS} * 2942 / \text{ENTERING VOLUME}$$

THE RATE IS BASED UPON THE LAST YEAR FOR WHICH DATA IS AVAILABLE

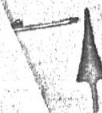
APT BLDG

SIDEWALK

N
W
G
L
S
A
N
S
T.

SIDEWALK

NW 22ND AVE



#1

VAN



8 O C

SIDEWALK



SIDEWALK

APT BLDG



18'



THE CITY OF
PORTLAND



OREGON

OFFICE OF
CITY ATTORNEY

CHRISTOPHER P. THOMAS
CITY ATTORNEY

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204
503/248-4047

April 28, 1980

TO: Dean Franklin
Traffic Engineering

Paul Pjesky

FROM: Stephen R. Moore
Deputy City Attorney

RE: Roy v. City of Portland

Gentlemen:

We have a new trial date in this case which is Wednesday, June 18, 1980. Because I have received an immense amount of medical information regarding Mr. Roy that will require a great deal of work on my part before a trial, I do not expect to be ready for trial by that date. However, it may be that I will surprise myself and that the case will be tried. Please let me know if either of you expect to be unavailable either on the 18th or the 19th of June by calling extension 4061.

Very truly yours.

STEPHEN R. MOORE
Deputy City Attorney

SRM:amk
cc: Don Eckton

RECEIVED

MAY 1 1980

ms
**BUREAU OF
TRAFFIC ENGINEERING**

Location? Glisan

Glisan

April 15, 1980

TO WHOM IT MAY CONCERN:

It is the intent of this Bureau that N. E. Glisan and 39th Avenue be treated as an ordinary intersection of two 4 lane streets. This is in conformance with the last Oregon State Supreme Court ruling.

Their reasoning was that the size of the circle was immaterial and constituted only a diversion in traffic, not a turn.

It is easier to grasp this concept if the intersection is drawn with a very small circle in the center; then it becomes obvious that the inside lane can proceed in a straight through movement or turn left and the right lane can also proceed straight or turn right, as would be the case in any 4 lane intersection.

T. V. Neely
Traffic Engineer

TBN:jjp

Glisan

DELEVANS

RECEIVED

APR 3 1980

BUREAU OF
TRAFFIC ENGINEERING

Bureau of Traffic Engineering

Dear Mr. Mozaki,

Delevans Restaurant, 1425 NW Glisan is located in the rebuilt Portland Fire House #3. In front of the building we have replaced the driveway apron with standard curb, gutter, and sidewalk. At present there are no meters where formerly a truck loading zone existed. We request your study and opinion of what zoning is most appropriate for our and the city's needs. The owners of Delevans suggest 15 minute meters or 36 minute meters to discourage all-day parking. We would like to see a turn over of spaces to allow customers of Delevans to use these spaces during the daytime when we take deliveries in the morning and serve lunch from 11:30 to 2:30 and, again, take deliveries in the afternoon. You are invited to come to Delevans and see for yourself the situation & discuss

1425 N.W. GLISAN
PORTLAND, OREGON 97209
224-5597

Thank you
Bill Quaccia

WO# 25516
TR# 8993

Glisan

Rite-Away Service Co.

OFFICE FURNITURE SERVICE & REPAIR
1211 N.W. GLISAN • PORTLAND, OREGON 97209 • 227-1993

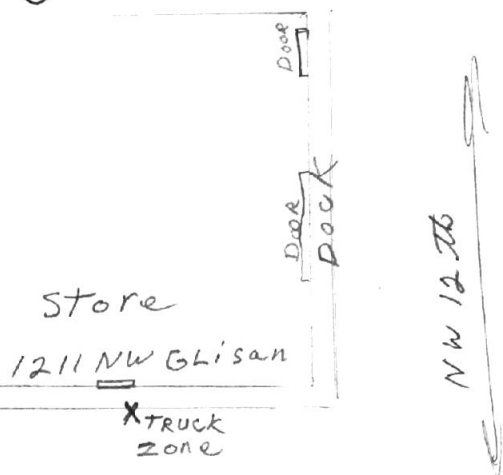
December 4, 1979

Bureau Traffic Engineers
420 S.W. Main
Portland, Ore.
97204

Attention: Nicky Nozaki

We would like to request, to change the truck loading zone in front of our business to (2) 36 minute meters. This is the loading zone in front of our store at 1211 N.W. Glisan.

⑦



RECEIVED
JAN 28 1980
BUREAU OF
TRAFFIC ENGINEERING

Glisan

April 2, 1980

MEMORANDUM

TO: Chief Bruce Baker/Officer Mark W. Murawski
Bureau of Police

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

SUBJECT: N. W. Glisan and 22nd

The Bureau of Planning is starting on the Northwest Portland Transportation Study. Any changes in traffic control at the subject location will likely be decided in the study.

In the meantime, we have asked the Bureau of Parks to trim or remove the three trees on the east side of 22nd south of Glisan. Trimming was done on April 2. We will consider other improvements.

Thank you for your advice.

DRM:jjp

003

SPCL

ATTENTION CITY TRAFFIC ENGINEER'S OFFICE.

A. Case Number <i>Murawski</i>		RECEIVED SPECIAL REPORT MAR 31 1980 City of Portland, Bureau of Police TRAFFIC ENGINEERING		COMPUTER ENTRY PERSONS <input type="checkbox"/> VEHICLE <input type="checkbox"/> CRIME <input type="checkbox"/> PROPERTY <input type="checkbox"/> BOOKING <input type="checkbox"/> Date _____ Opr. _____		REFER CASE #	
B. Classification				DISTRIBUTION <input checked="" type="checkbox"/> Central <input type="checkbox"/> Dets <input type="checkbox"/> DA <input type="checkbox"/> East <input type="checkbox"/> Youth <input type="checkbox"/> Ident <input type="checkbox"/> North <input type="checkbox"/> SID <input type="checkbox"/> Prop Room <input type="checkbox"/> Traffic <input type="checkbox"/> SFO/SST <input type="checkbox"/> Crime Prev. <input type="checkbox"/> <i>Traf Engineer</i>			
C. Type Report Supplemental <input type="checkbox"/> Information <input checked="" type="checkbox"/> Clearance <input type="checkbox"/>		D. Case Status 1. Ctr. By Arrest <input type="checkbox"/> 2. Referred <input type="checkbox"/> 3. Suspended <input type="checkbox"/> 4. Unfounded <input type="checkbox"/> 5. Pending <input type="checkbox"/> 6. Exceptional <input type="checkbox"/>		1. Original Report Date 033080		2. Time 2200	
3. Traffic Report Date 033080		4. Time 2200		5. Location of Occurrence NW 22 nd @ NW Glisan		6. Computer Entry #	
7. Victim or Complainant MURAWSKI MARK W.		8. Residence Address 209 SW OAK		9. Res. Phone 248 5633		10. Sex M	
11. Race W		12. D.O.B. 03/052		13. Subject of This Report TRAFFIC ACCIDENTS AT NW 22 nd AND NW GLISAN.			
14. Total Value of Recovered Prop. (Itemize Below)		15. Details: SIR; Regarding TRAFFIC problem AT ABOVE LOCATION, due TO A high NUMBER OF ACCIDENTS AN EFFORT should be MADE TO install AMORE VISABLE TRAFFIC CONTROL device. N.W. GLISAN is A TWO LANE STREET, ONE WAY TRAFFIC WEST BOUND. NW 22 nd is A TWO WAY STREET NORTH bound AND SOUTH BOUND. THERE ARE STOP signs posted ON NW 22 nd FOR N/B AND S/B TRAFFIC. THERE ARE THREE APARTMENTS AT THAT INTERSECTION, ONE EACH ON THE N.W. CORNER, THE N.E. CORNER AND SE CORNER. THERE HAVE BEEN A TOTAL OF 31 ACCIDENTS AT THIS LOCATION FROM 7-'74 TO 03-'80. 10 OF THESE ACCIDENTS INVOLVED PHYSICAL INJURY, THERE HAS BEEN ONE FATAL I'M AWARE OF. THERE HAVE BEEN A TOTAL OF 8 D.U.I. ARRESTS FROM 11-'74 TO 03-'80. I HAVE BEEN CONNECTED W/ APPROX 4 ACCIDENTS AT THIS LOCATION					

Reporting Officer(s) <i>Mark H. Shaw</i>		Off. I.D. Number		Prec/Div CENTRAL		Relief/Shift H		Assn/Dist 872	
Radio Call Times REC: 2200		ARR: 2200		CLR: 2250		Approved By <i>DGH</i>			

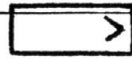
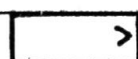
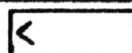
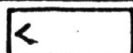
A. Case Number

B. Classification

CONTINUATION REPORT

NW 22nd

⑤ Stop



PARKED
Veh.

Stop

⑤

APTS.

NOT DRAWN TO SCALE

NW Glisan

→ 2 →
F+PO
H

Reporting Officer(s)

Off. I.D. Number

Prec/Div

Relief/Shift

Assn/Dist

M. M. 6585

CENTRAL

A

822



February 12, 1980

DEPT. OF FINANCE
AND ADMINISTRATION

NEIL GOLDSCHMIDT
MAYOR

BUREAU OF TRAFFIC
ENGINEERING

D.E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR. 97204
503/248-4295

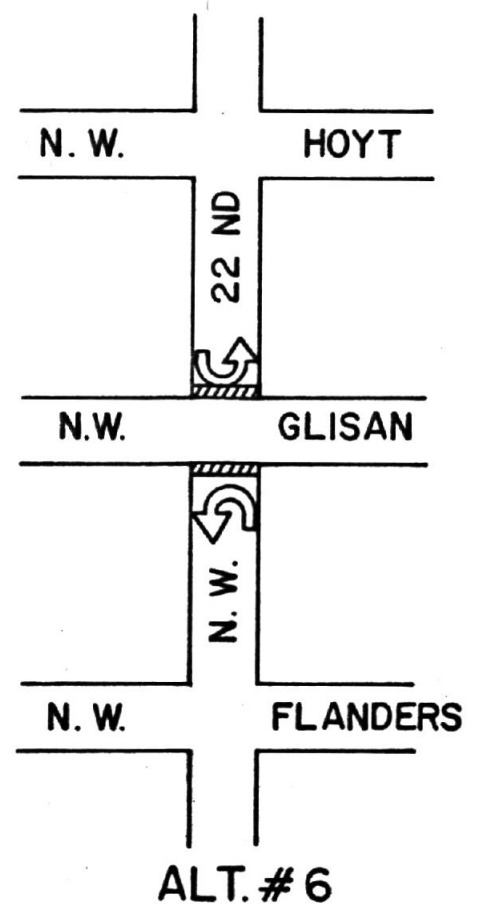
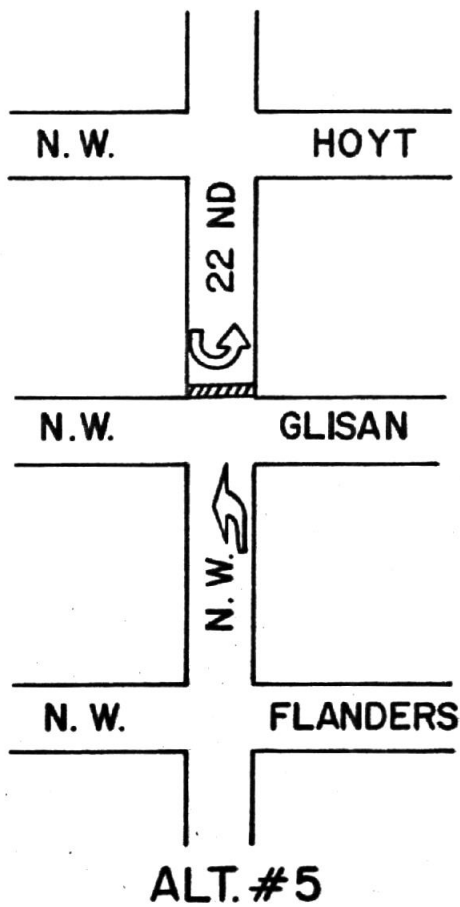
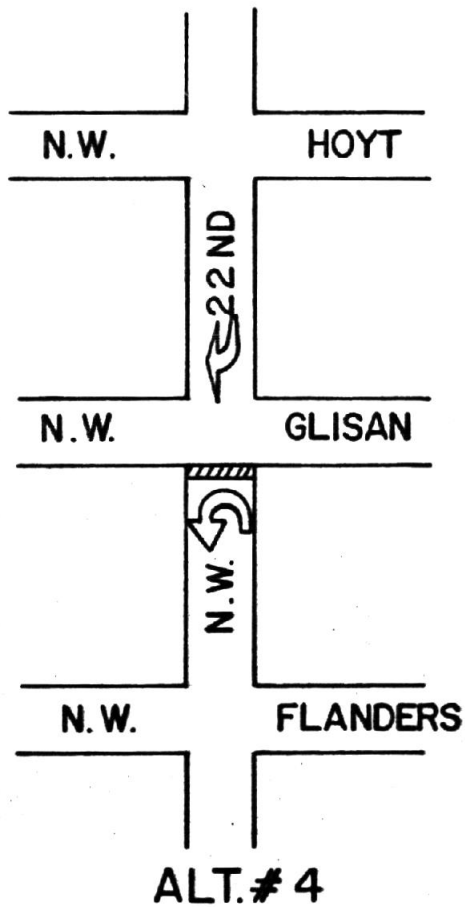
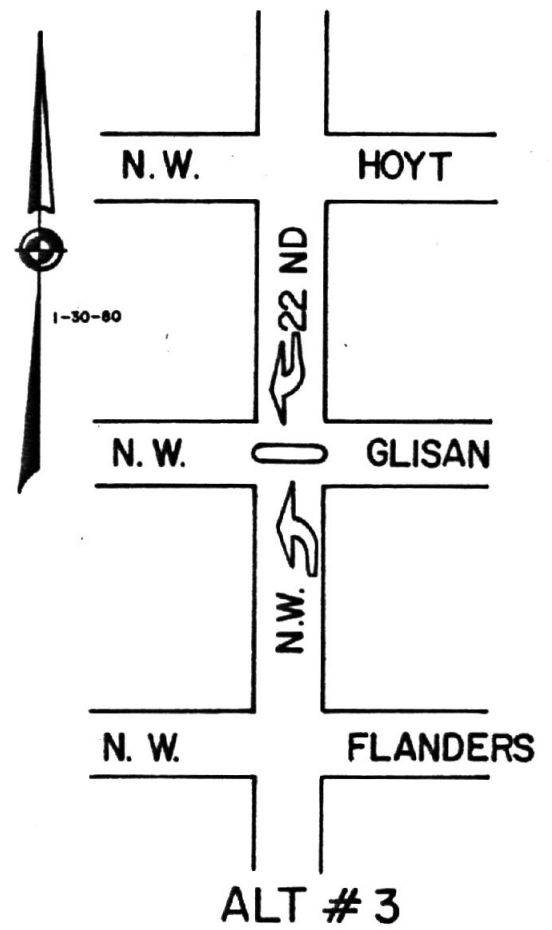
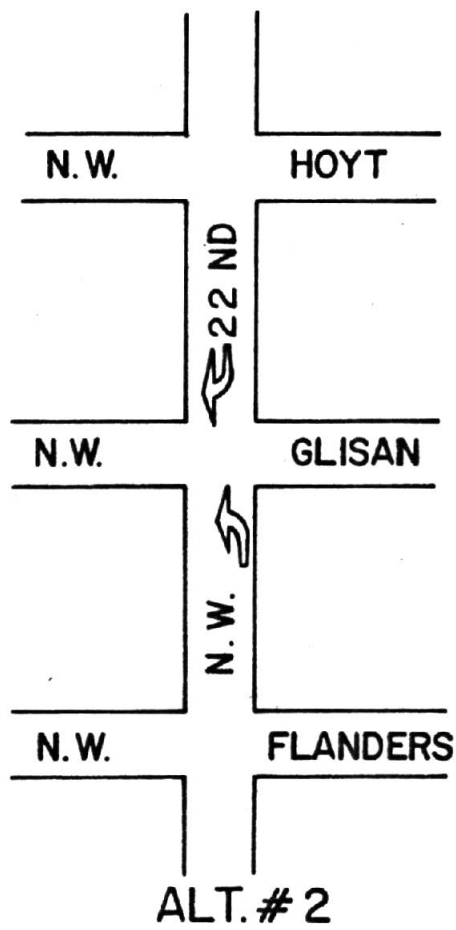
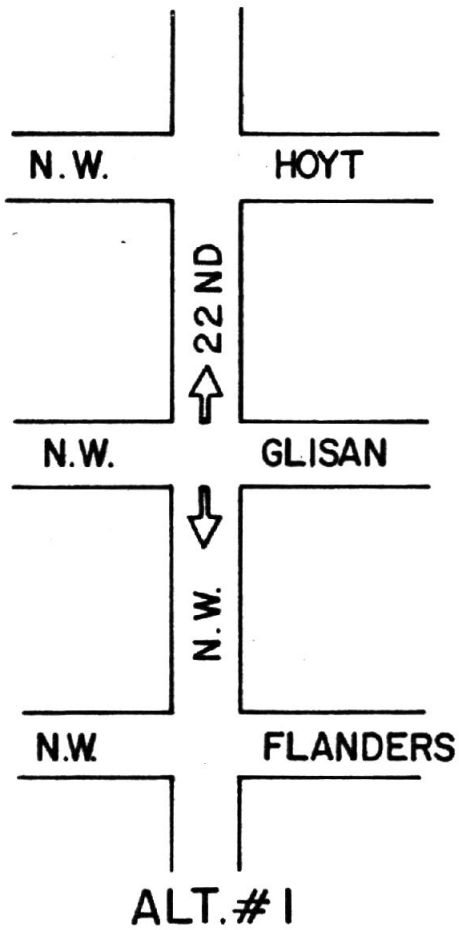
Dear Portlander:

The vehicular accident situation at N.W. Glisan St. and N.W. 22nd Ave. now demands special attention.

Other than a westbound stop for one-way Glisan, with a high preponderance of traffic entering the intersection compared to 22nd, there are several possible alternatives.

1. Convert 22nd to one-way southbound to Flanders and one-way northbound to Hoyt.
2. Require northbound 22nd to left turn at Glisan and southbound to right turn.
3. In addition to (2), include a raised median in Glisan to physically prevent straight movements from either direction on 22nd.
4. Block 22nd at the south side of Glisan, making 22nd dead end north of Flanders.
5. Block 22nd at the north side of Glisan, making 22nd dead end south of Hoyt.
6. Block 22nd at both the north and south sides of Glisan.

Your preferences and comments on these alternatives would be appreciated as soon as convenient by return of enclosed postal card. If a decisive preference is shown by all affected property owners for any one alternative, we plan to put it to temporary trial use for 60 days. We would notify you of the decision and the trial period.



1. Occupant	414 N.W. 22nd Ave.	97210	37. Occupant	2131 N.W. 61st Ave. St.	97210
2	"	425	"	2148	"
3	"	435	"	2155	"
4	"	439	"	215A	"
5	"	505	"	215B	"
6	"	610	"	2181	"
7	"	615	"	2186	"
8	"	616	"	2103 N.W. Hoyt St.	"
9	"	618	"	2105	"
10	"	621	"	2109	"
11	"	623	"	2110	"
12	"	624	"	2111	"
13	2105 N.W. Flanders St.	"	50.	2112	"
14	2117	"	50.	2118	"
15	2125	"	50.	2119	"
16	2135	"	50.	2123	"
17	2144	"	50.	2125	"
18	2148	"	50.	2126	"
19	2155	"	50.	2131	"
20	2156 A	"	50.	2133	"
21	2156 B	"	50.	2139	"
22	2158	"	50.	2146	"
23	2160	"	50.	2149	"
24	2166	"	50.	2153	"
25	2167	"	50.	2155	"
26	2185	"	50.	2157	"
27	2207	"	50.	2159	"
28	2210	"	50.	2171	"
29	2243	"	50.	2179	"
30	501 N.W. 21st Ave.	"	50.	2181	"
31	531	"	50.	2186	"
32	2100 N.W. 61st Ave. St.	"	50.	2187	"
33	2108	"	50.	2221	"
34	2118	"	50.	2222	"
35	2121	"	50.	2223	"
36	2122	"	50.	2225	"
37	2125	"	50.	2226	"
38		"	50.	2227	"
39		"	50.	2234	"
40		"	50.	2241	"
41		"	50.	2242	"
42		"	50.	2247	"
43		"	50.	2248	"
44		"	50.	2254	"
45		"	50.	2257	"
46		"	50.	2260	"
47		"	50.	2265	"
48		"	50.	2268	"
49		"	50.	2273	"
50		"	50.	2281	"
51		"	50.	530 N.W. 23rd Ave.	"
52		"	50.	315	"
53		"	50.	2202 N.W. Irving St.	"
54		"	50.	2204	"
55		"	50.	2206	"
56		"	50.	2208	"
57		"	50.	42 Chief Gordon A. Montford	13139
58		"	50.	43 Chief Bruce Baker	13126
59		"	50.	44 Rick Mitchellson	
60		"	50.	Northwest District Area	
61		"	50.	817 N.W. 23rd Ave.	97210

Poll Postal Card

10

No Postage Stamp Necessary

Postage Has Been Prepaid By

City of Portland

Bur. of Traf. Eng.

420 S.W. Mary St.

97204

Front

Yes No

Favor Alt. 1 One way, N.B. & S.B. from Glisan

Favor Alt. 2 N.B. 22nd leftturn, S.B. 22nd rightturn

Favor Alt. 3 Same as Alt. 2 incl. median

Favor Alt. 4 Block 22nd south of Glisan

Favor Alt. 5 Block 22nd north of Glisan

Favor Alt. 6 Block north and south of Glisan

Comments:

Name:

Address

Back

NO POSTAGE STAMP NECESSARY
POSTAGE HAS BEEN PAID BY

City of Portland
Bureau of Traffic Engineering
420 S.W. Main
Portland, OR 97204

	Yes	No
Favor Alt. 1, one-way, N.B. & S.B. from Glisan	_____	_____
Favor Alt. 2 N.B. 22nd left turn, SB 22nd right	_____	_____
Favor Alt. 3 same as Alt. 2 including median	_____	_____
Favor Alt. 4 block 22nd south of Glisan	_____	_____
Favor Alt. 5 block 22nd north of Glisan	_____	_____
Favor Alt. 6 block north and south of Glisan	_____	_____

Comments: _____

Name: _____

Address: _____

	Yes	No
Favor Alt. 1, one-way, N.B. & S.B. from Glisan	_____	_____
Favor Alt. 2 N.B. 22nd left turn, SB 22nd right	_____	_____
Favor Alt. 3 same as Alt. 2 including median	_____	_____
Favor Alt. 4 block 22nd south of Glisan	_____	_____
Favor Alt. 5 block 22nd north of Glisan	_____	_____
Favor Alt. 6 block north and south of Glisan	_____	_____
Comments: _____		

Name: _____

Address: _____

	Yes	No
Favor Alt. 1, one-way, N.B. & S.B. from Glisan	_____	_____
Favor Alt. 2 N.B. 22nd left turn, SB 22nd right	_____	_____
Favor Alt. 3 same as Alt. 2 including median	_____	_____
Favor Alt. 4 block 22nd south of Glisan	_____	_____
Favor Alt. 5 block 22nd north of Glisan	_____	_____
Favor Alt. 6 block north and south of Glisan	_____	_____
Comments: _____		

Name: _____

Address: _____

	Yes	No
Favor Alt. 1, one-way, N.B. & S.B. from Glisan	_____	_____
Favor Alt. 2 N.B. 22nd left turn, SB 22nd right	_____	_____
Favor Alt. 3 same as Alt. 2 including median	_____	_____
Favor Alt. 4 block 22nd south of Glisan	_____	_____
Favor Alt. 5 block 22nd north of Glisan	_____	_____
Favor Alt. 6 block north and south of Glisan	_____	_____
Comments: _____		

Name: _____

Address: _____

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Portland, OR 97204

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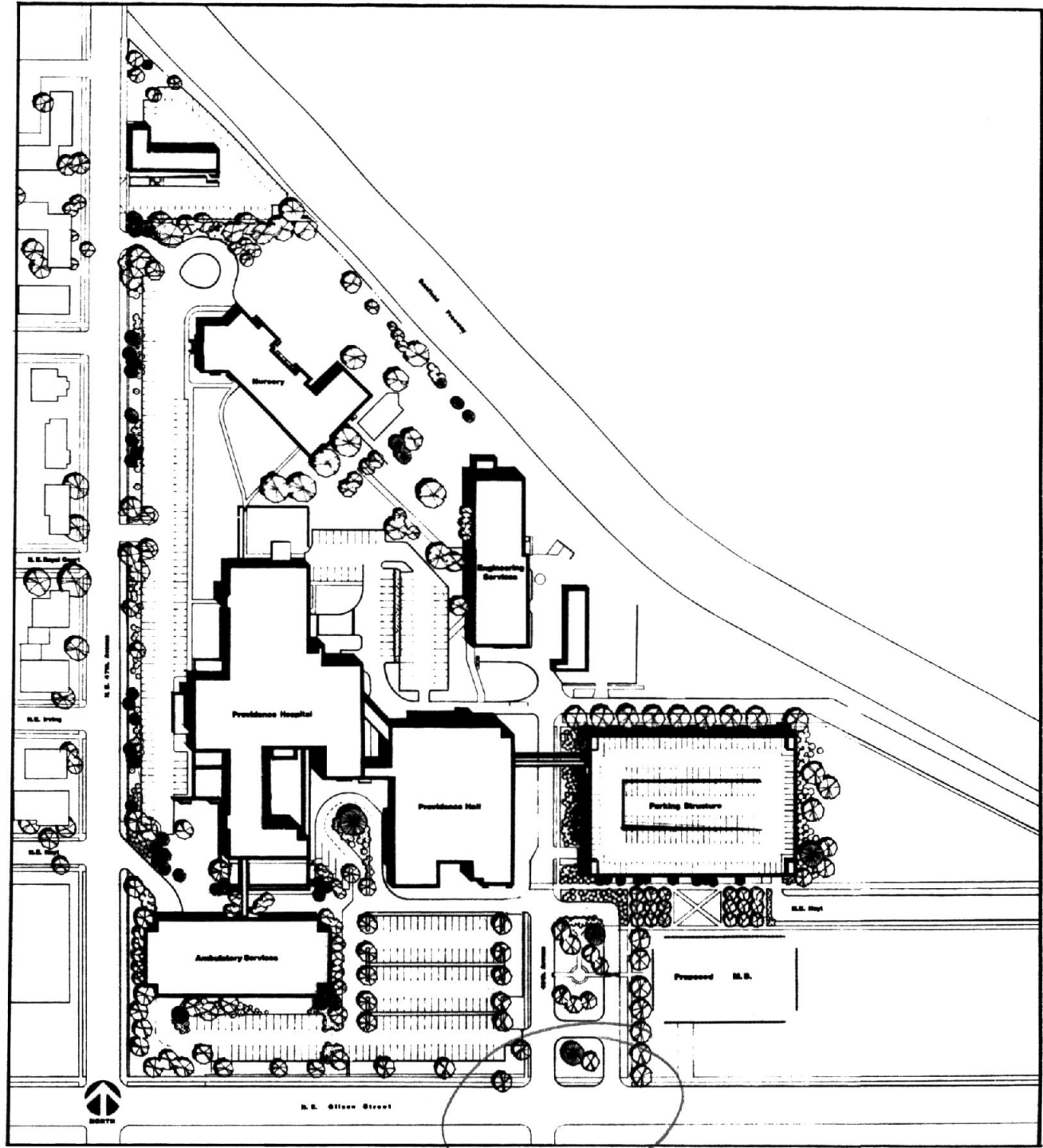
City of Portland
Bureau of Traffic Engineering
420 S.W. Main
Portland, OR 97204

Glisan

File

PROVIDENCE Hospital

mtg 2-5-50



2nd Access
NOT APPROVED

January 25, 1980

Bureau of Traffic Engineering, J2K. Wilson

Risk Management

Don Eckton

Accident on August 14, 1979

The accident on August 14, 1979 at N.E. 60th Ave. and N.E. Glisan St. resulted from both drivers not exercising caution entering the intersection while the traffic signals were obviously not operating. The signals were out due to a power interruption caused by a contact clip failure. This type of controller, an EAGLE EA, has by its design a possibility of failure. Because of the method of assembly a modification to eliminate this potential problem is not feasible. This controller was overhauled November 1, 1978. As the maintenance record indicates the emergency electrician responded quickly when notified the signals were not operating.

DB:md

REPORT OF EMERGENCY TRAFFIC SIGNAL OUTAGES
AND STOP SIGNS DOWN

DATE: 8/14/79

EXACT LOCATION NE 60th and Glisan

NATURE OF COMPLAINT (Describe fully) _____

Signals are out

COMPLAINT ^{Police} RECEIVED: DATE 8/14, 79, 609 A.M. P.M.

REPORTED TO SIGNAL EMERGENCY ELECTRICIAN: ^{Grilley} 8/14, 1979, 609 A.M., P.M.

REPORTED TO STANTON YARD EMERGENCY CREW: _____, 19_____, _____ A.M., P.M.

BY: Elio Sanders
Officer Receiving

MAIL PROMPTLY TO:
Bureau of Traffic Engineering
420 S.W. Main Street
Portland, Oregon 97204

Date

1/17/80

Gleson

From the office of

Donald W. Eckton

BUREAU OF RISK MANAGEMENT

115/316

To

Don Bergstrom

Traffic Engineer

- ☒ Please obtain report and return to this office.
- ☐ Referred for your information and files.
- ☐ Referred for your information. Please return.
- ☐ Please return with additional information as noted below.
- ☐ Forwarded for handling.

NOTE: City File G9-196. We have a copy of the maintenance record but would appreciate any other information you have regarding this incident. Thank you.

ROGER ROOK

Attorney at Law

654-9535

January 14, 1979

?
DATED BEFORE
THE ACCIDENT

RECEIVED
JAN 16 8 51 AM 1980
CITY OF PORTLAND
1914 S.E. Main
Milwaukie, Oregon
97222
BY _____

Clerk, City of Portland
City Hall
1220 SW 5th
Portland, Oregon

Mayor Connie McCready
City Hall
1220 SW 5th
Portland, Oregon

In Re: Mark Glenn and Jack Glenn Accident of August 14, 1979.

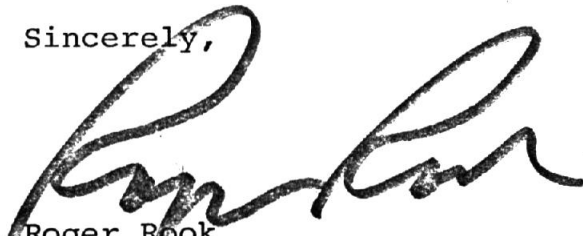
Dear Sir:

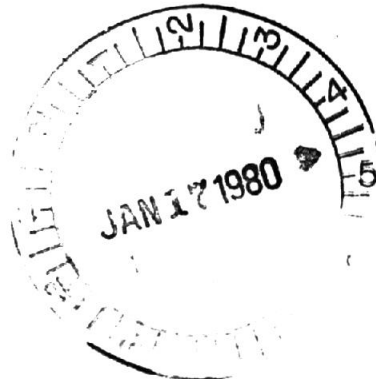
This office represents Mark Glenn and Jack Glenn regarding property damage and personal injuries received in an automobile accident which occurred on August 14, 1979 at the intersection of N.E. 60th and Glisan Street, Portland, Oregon.

This is to notify you that the traffic signal at the above mentioned intersection was defective, that City of Portland failed to repair said signal, failed to protect that intersection adequately and failed to warn and sign said intersection.

My client, Jack Glenn has suffered property damage in the amount of \$5,000.00 and Mark Glenn has suffered personal injuries in the amount of \$1,000,000.00.

Sincerely,


Roger Rook
Attorney at Law
RR:ri





OFFICE OF
CITY ATTORNEY

CHRISTOPHER P. THOMAS
CITY ATTORNEY

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204
503/248-4047

TO: Dean Franklin
Traffic Engineering

Paul Pjesky

FROM: Stephen R. Moore
Deputy City Attorney

RE: Roy v. City of Portland

Gentlemen:

As expected, this case has been set over once again. The New Trial date is Monday, October 6, 1980. I anticipate the case will be tried on that day. However, because I am leaving the City Attorney's Office in several weeks, it is unlikely that I will be handling the trial.

If either of you expect to be unavailable in early October, please call me as soon as possible at extension 4061.

Very truly yours,

STEPHEN R. MOORE
Deputy City Attorney

SRM:ag
cc: Don Eckton

RECEIVED
JUN 19 1980
BUREAU OF
TRAFFIC ENGINEERING