

BUREAU OF TRAFFIC ENGINEERING
INTRA-OFFICE ROUTE SLIP

FROM Dork DATE 12/29/80

STAFF

BAUER

BERGSTROM

BURDETTE

BUTTENHAM

CHOATE

DAVIS

DORN

ELLISON

EVANS

FRANKLIN

HASSETT

JAMES

KNUDSON

KOENIG

LOOMIS

MAGIN

MARTINI

MASCO

MASON

MUIR

NEELY

NOZAKI

PARKS

PHELAN

SCHOMANN

SPEER

STARK

THOMPSON

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

*Contacted Mary Nolen
by phone 12/12/80
& Asked when they
Wanted to do this &
how many trucks.*

*She told me when
(12/15-19/80) But*

PARKING PATROL DIVISION

*never got
back to me with how
many - Also No one from
P&E came in for permits.*

MALL ACCESS PERMIT

IDENTIFICATION CARD

TO BE DISPLAYED ON ANY VEHICLE LEGALLY USING MALL

FOR: PGE

Location: 5th & 6th (See Back), Both Sides

Between Alder and Taylor

Hours 9:AM-11:AM

Bureau of Traffic Engr
248-4295

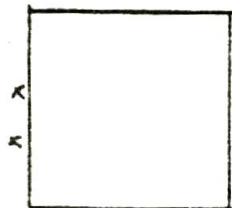
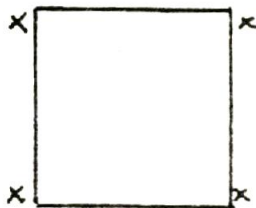


Expires = 12/19/80
By : RA

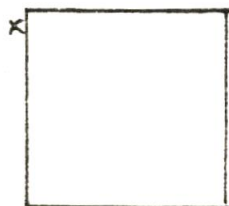
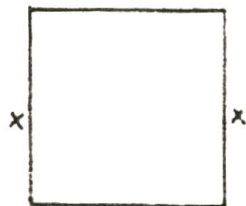
Sixth

Fifth

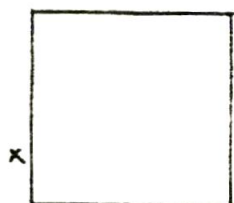
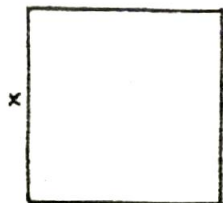
Alder



Morrison



Yamhill



Taylor.

MALL ACCESS PERMIT

IDENTIFICATION CARD

TO BE DISPLAYED ON ANY VEHICLE LEGALLY USING MALL

FOR: PGE

Location: 5th & 6th (See Back), Both Sides

Between Alder and Taylor

Hours 9:AM - 11:AM

Bureau of Traffic Engr
248-4295



Expires: Dec 19, 1980

By: PLH

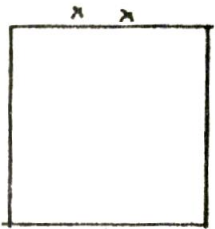
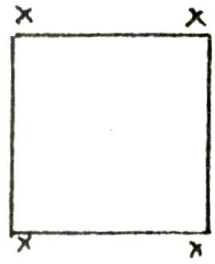
Sixth



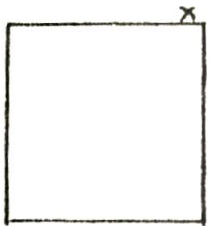
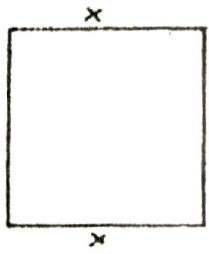
Fifth



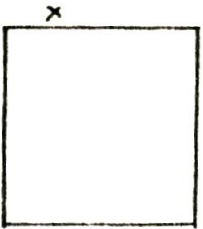
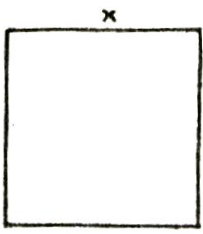
Alder



Morrison



Yamhi 11



Taylor

THE CITY OF
PORTLAND



OREGON

DEPARTMENT OF
PUBLIC WORKS

MIKE LINDBERG
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

621 S.W. ALDER
PORTLAND, OR 97205

December 10, 1980

MEMORANDUM

TO: Don Bergstrom
City Traffic Engineer

FROM: Mary Nolan *4112*
Street Lighting Manager

SUBJECT: Request for Exemption from Holiday Street
Work Prohibition

The attached map indicates 17 street lights on the Transit Malls that require emergency repair to assure that an adequate level of street lighting is maintained during the busy holiday shopping period.

Despite the traditional prohibition on work in the downtown streets during the Thanksgiving - New Year season, I am asking that your office permit Portland General Electric crews to perform emergency maintenance work on the Transit Mall to repair these lights. As we discussed today by phone, PGE crews will work between the hours of 9:00-11:00 a.m. only.

Thanks for your help.

MTN:mm

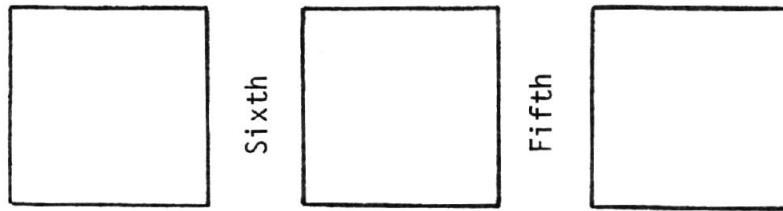
cc: Roger BreauX, PGE

2

RECEIVED
DEC 12 1980
WLR
BUREAU OF
TRAFFIC ENGINEERING

Transit Mall
Emergency Street Light Repairs

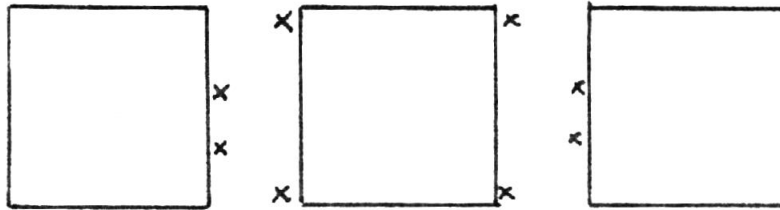
December 1980



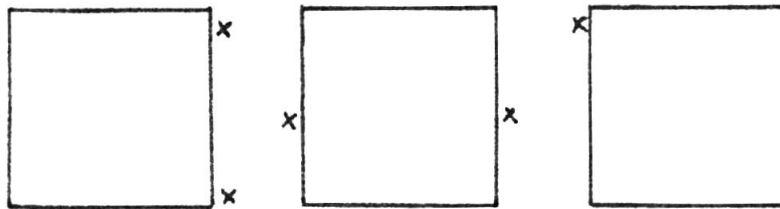
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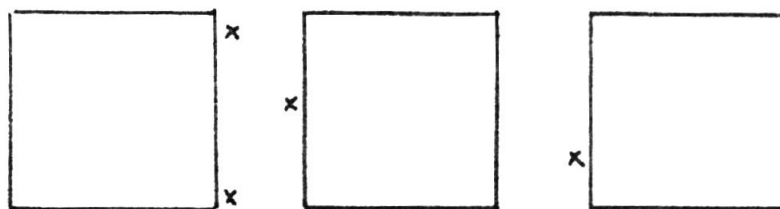
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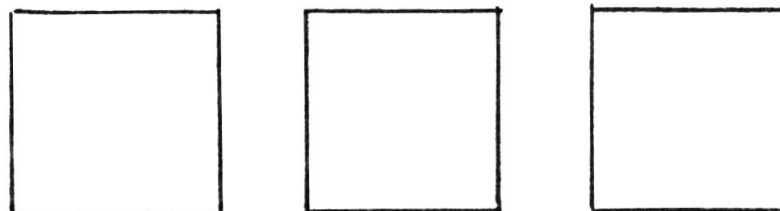
Morrison



Yamhill



Taylor



STR "H"

September 24, 1980

Terry D. Sandblast
Land Planners Northwest
328 S.E. 82nd Avenue
Portland, Oregon 97216

Re: Woodstock Church of God

Dear Terry:

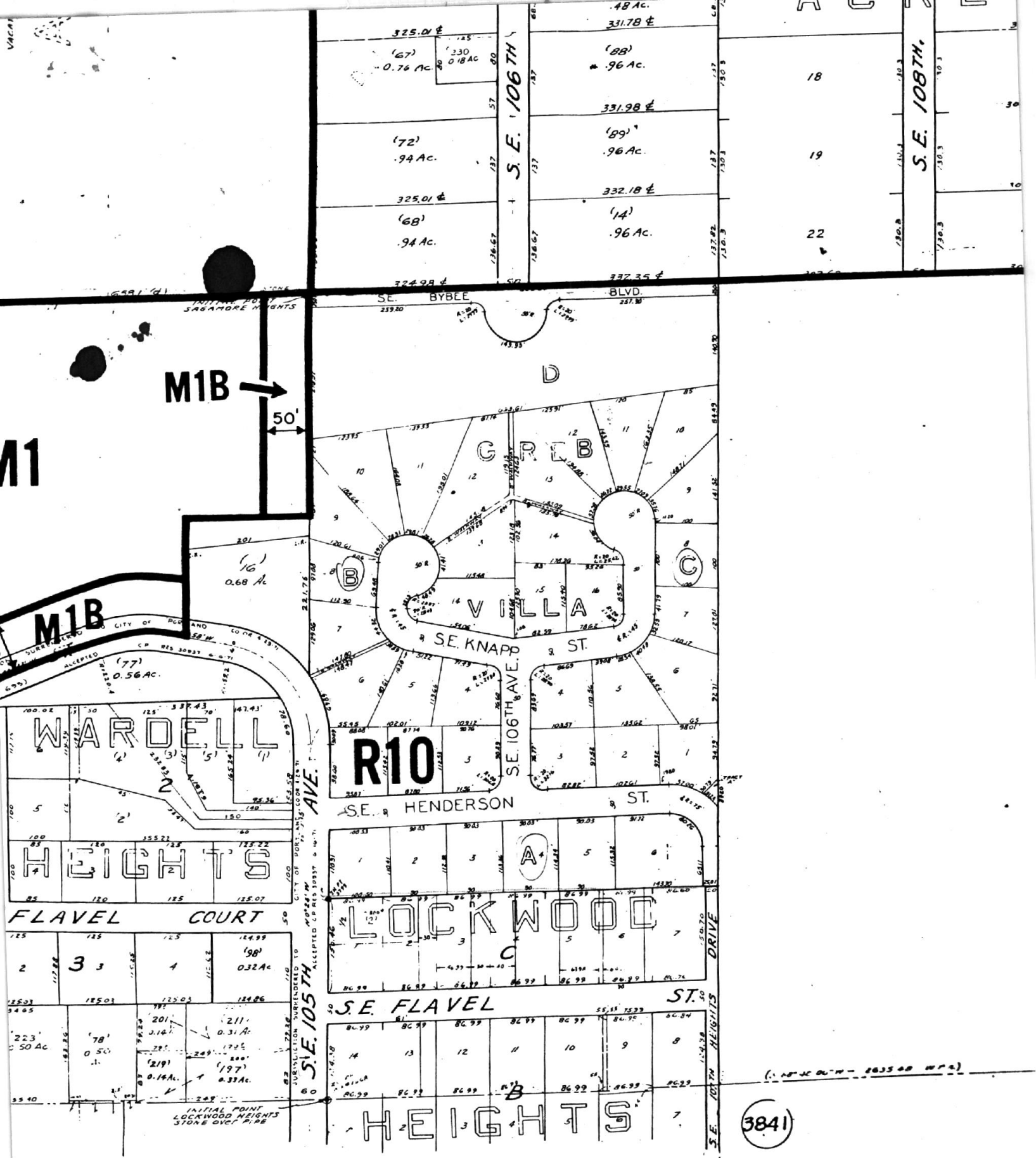
We have reviewed your proposal to retain access to Blocks A, B & C Greb Villa via S.E. Hendesson Street.

It is our recommendation that the existing access, adjacent to the fire hydrant be retained. This is the only place affording visibility in both directions and also good visibility for left turns into the property.

Sincerely,

M. J. Martini
Sr. Traffic Engineer

WKE:ah



M1B

50'

M1B

R10

3841



September 15, 1980

Mr. William Wetmore
Bureau of Traffic Engineering
301 Loyalty Building
317 S.W. Alder
Portland, Oregon 97204

Re: Woodstock Church of God

Dear Bill:

Please find enclosed a copy of the current quartersection map (#3741) that correctly shows Blocks A, B & C, Greb Villa and its relationship to the intersection of S.E. 105th Avenue and Henderson Street.

To recap our conversation of today, our client, Woodstock Church of God, has purchased the above described subdivision and will in the near future apply for a conditional use to allow the location and construction of a new church facility.

As you can see from the enclosed map, the main entrance to the property is S.E. Henderson Street, either from S.E. 105th or from S.E. Knapp. Our client would like to maintain this access point. We feel that it is essential to confirm that there is no problem of doing so from your perspective.

Therefore, we request that you review this matter and provide us with your opinion. Confirmation will allow us to proceed with site development plans.

Thank you for your consideration, and if you have any questions, please give us a call at 257-0303.

Sincerely,

Terry D. Sandblast

TDS:daw

Encl.

Wtk

RECEIVED
SEP 18 1980
**BUREAU OF
TRAFFIC ENGINEERING**

THE CITY OF
PORTLAND



OREGON

OFFICE OF
CITY AUDITOR

GEORGE YERKOVICH
CITY AUDITOR

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

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

Dear Mr. Magin:

Attached herewith are copies of ordinances effective as
of October 20, 1980, as follows:

Ordinance No. 150250, entitled, "An Ordinance vacating all
that portion of NE Humboldt Street lying between the east line
of NE 14th Avenue and the west line of Lots 6 & 7, Block 44,
Vernon, a recorded plat, under certain conditions."

Ordinance No. 149347, entitled, "An Ordinance vacating all
that portion of NE 11th Avenue lying between the south line of
the NE Flanders Street and the north line of NE Davis Street,
under certain conditions."

All of the conditions of the ordinances have been met.

Very truly yours,

Auditor of the City of Portland

ALB/ppn
enclosures

RECEIVED

OCT 22 1980
mlr

**BUREAU OF
TRAFFIC ENGINEERING**

Neely TV

Magin
Szm

STR "H"

An Ordinance vacating all that portion of NE 11th Avenue lying between the south line of NE Flanders Street and the north line of NE Davis Street, under certain conditions.

The City of Portland ordains:

Section 1. The Council finds:

1. United States Bakery (Franz) on June 21, 1979 filed a petition to vacate all that portion of NE 11th Avenue lying between the south line of NE Flanders Street and the north line of NE Davis Street.
2. The petition states the reason for the vacation is to consolidate property to allow expansion of an existing bakery.
3. The vacation is recommended by the Commissioner of Public Works under certain conditions set forth in the directive action below.
4. In accordance with O.R.S. 271.100, the Council fixed a time and place for public hearing before the Council; the Auditor published notice thereof; and posted notice in the area proposed to be vacated.
5. Other procedural requirements of O.R. S. 271 have been complied with and the Council having held a public hearing and all objections brought against said vacation were considered by the Council and by this ordinance are specifically overruled and it is in the public interest that said street be vacated.

NOW, THEREFORE, the Council directs:

- a. All that portion of NE 11th Avenue lying between the south line of NE Flanders Street and the north line of NE Davis Street, is hereby vacated.
- b. The vacation of the above described street area is granted subject to the following conditions and restrictions:
 - (1) That the petitioner pay to the City the sum of \$280.00, this being the costs of the vacation proceedings in excess of the minimum \$200.00 filing fee already paid.

- (2) Nothing contained herein shall cause or require the removal or abandonment of any sewer or gas main, conduit of any kind, wire, pole or thing used, or intended to be used for any public service (with the exception of water facilities or sewers for which no easements are reserved), and the right hereby is reserved for the owner of any such utility or thing to maintain, continue, repair, reconstruct, renew, replace, rebuild, and/or enlarge any and all such things; that no building or structure of any kind shall be built or erected within a distance of ten feet from the centerline of any such utility, except with the prior written consent of the City Engineer and the owner of the utility and that any and all contemplated building plans in said vacated area shall be submitted for approval to the City Engineer and to the Director of the Bureau of Buildings, to the end that such construction may be so adjusted with reference to all public utilities in said area as to cause a minimum of danger or inconvenience to the public and to the owner of such utility and to protect and preserve the same as presently constructed or hereinafter reconstructed, renewed, replaced and/or enlarged.
- X (3) That the petitioner agrees to pay all costs of modification of existing water facilities as required by the Chief Engineer, Bureau of Water Works.
- (4) That the petitioner agrees to pay all costs of the abandonment of the existing 12 inch diameter sewer in NE 11th Avenue and the re-routing of the present flow by way of NE 10th Avenue through a larger diameter pipe. All improvements are to be in accordance with plans to be furnished by the City Engineer.
- (5) That the petitioner agrees to pay all costs of the street closures at both the NE Flanders Street and NE Davis Street intersections with NE 11th Avenue, all improvements to be in accordance with plans to be furnished by the City Engineer.
- (6) The sum of \$9,208.00 in cash be deposited by the petitioner with the City Treasurer in a trust fund, or a corporate surety bond in the above amount and approved by the City be posted in lieu thereof, to cover the estimated cost of street improvements required by the City Engineer. Upon completion of the work by and at the expense of the petitioners, and in accordance with plans furnished by the City Engineer, said sum of \$9,208.00 will be refunded or the surety bond will be released. In the event the cash deposit or bond is not sufficient to cover the costs of reconstruction as required by the City Engineer, the petitioners agree to pay all costs in excess of such deposit or bond, and the petitioners further agree that

ORDINANCE No.

if they fail or neglect to complete said reconstruction within a reasonable time, as determined by the City Engineer, the City is authorized to draw from the sum deposited, or on the bond, as is required to complete the reconstruction by City Maintenance personnel.

- (7) That in the event the petitioner fails to fully comply with the above conditions within six months after the effective date of the vacating ordinance, said ordinance will then be subject to repeal by the Council.

Section 2.

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

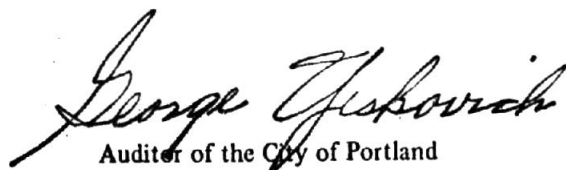
Passed by the Council,

MAR 27 1980

ORDER OF COUNCIL
Stu Keebaugh/ms
February 28, 1980


Mayor of the City of Portland

Attest:


Auditor of the City of Portland

An Ordinance vacating all that portion of NE Humboldt Street lying between the east line of NE 14th Avenue and the west line of Lots 6 and 7, Block 44, Vernon, a recorded plat, under certain conditions.

The City of Portland ordains:

Section 1. The Council finds:

1. On January 15, 1980, James E. Anderson filed a petition for the vacation of a certain portion of NE Humboldt Street east of NE 14th Avenue.
2. The petition states the reason for the vacation is to increase yard area.
3. The vacation is recommended by the Commissioner of Public Works in accordance with certain conditions set forth in the directive action below.
4. In accordance with ORS 271.100, the Council fixed a time and place for public hearing before the Council; the Auditor published notice thereof; and posted such notice in the area proposed to be vacated.
5. Other procedural requirements of ORS 271 have been complied with and the Council having held a public hearing finds no objections were made or filed thereto and it is in the public interest that said street be vacated.

NOW, THEREFORE, the Council directs:

- a. All that portion of NE Humboldt Street lying between the east line of NE 14th Avenue and the west line of Lots 6 & 7, Block 44, Vernon, a recorded plat, is hereby vacated.
- b. The vacation of the above described street area is granted subject to the following conditions and restrictions:
 - (1) That the petitioner pay to the City the sum of \$182.50, this being the cost of the vacation proceedings in excess of the minimum \$200.00 filing fee already paid.
 - (2) Nothing herein contained shall cause or require the removal or abandonment of any sewer, water or gas main, conduit of any kind, wire, pole or thing used, or intended to be used, for any public service, and the right hereby is reserved for the owner of any such utility or thing to maintain, continue, repair, reconstruct, renew, replace, rebuild, and/or enlarge any and all such things; that no building or structure of any kind shall be built or erected within a distance of ten feet from the centerline of any such utility, except with the prior

written consent of the City Engineer and the owner of the utility and that any and all contemplated building plans in said vacated area shall be submitted for approval to the City Engineer and to the Director of the Bureau of Buildings, to the end that such construction may be so adjusted with reference to all public utilities in said area as to cause a minimum of danger or inconvenience to the public and to the owner of such utility and to protect and preserve the same as presently constructed or hereinafter reconstructed, renewed, replaced and/or enlarged.

- (3) That the petitioner agrees to pay all cost of street closure at the NE 14th Avenue intersection with NE Humboldt Street, all improvements to be in accordance with plans to be furnished by the City Engineer.
- (4) The sum of \$1,528.00 in cash be deposited by the petitioner with the City Treasurer in a trust fund, or a corporate surety bond in the above amount and approved by the City be posted in lieu thereof, to cover the estimated cost of street improvements required by the City Engineer. Upon completion of the work by and at the expense of the petitioners, and in accordance with plans furnished by the City Engineer, said sum of \$1,528.00 will be refunded or the surety bond will be released. In the event the cash deposit or bond is not sufficient to cover the costs of reconstruction as required by the City Engineer, the petitioners agree to pay all costs in excess of such deposit or bond, and the petitioners further agree that if they fail or neglect to complete said reconstruction within a reasonable time, as determined by the City Engineer, the City is authorized to draw from the sum deposited or on the bond, as is required to complete the reconstruction by City Maintenance personnel.
- (5) That in the event the petitioner fails to fully comply with the above conditions within six months after the effective date of the vacating ordinance, said ordinance will then be subject to repeal by the Council.

Section 2. Petitioner shall file with the City Auditor, in form approved by the City Attorney, a document in writing accepting the terms and conditions of the ordinance.

ORDINANCE No.

Section 3. The City Auditor shall at the expense of the petitioner file with the recorder, the assessor and the surveyor of the county in which said property is located a certified copy of this ordinance and the acceptance thereof, and any map, plat or other record which may be required by law.

Passed by the Council, **AUG 20 1980**

ORDER OF COUNCIL
Stu Keebaugh/sg
August 6, 1980

Attest:

Mayor of the City of Portland
George Yerhovit
Auditor of the City of Portland

ORDINANCE NO.

An Ordinance amending Ordinance No. 149347 which vacated a portion of NE 11th Avenue by deleting the requirement that an existing sewer be immediately relocated at the expense of the petitioner, and declaring an emergency.

The City of Portland ordains:

Section 1. The Council finds:

1. That at the request of United States Bakery, the Council by Ordinance No. 149347 vacated that portion of NE 11th Avenue lying between the south line of NE Flanders Street and the north line of NE Davis Street under certain conditions.
2. That Condition No. (2) provided that no easement for sewer be reserved and Condition (4) provided that the petitioner pay all costs of relocating said sewer at its expense.
3. That the petitioner now advises that its proposed building program has been delayed and has requested the ordinance be amended to reserve to the City an easement for maintenance of the sewer in its present location until such time building construction is undertaken, at which time the sewer will be relocated at the expense of the petitioner.
4. That such request is reasonable, and Ordinance No. 149347 should now be amended accordingly.

NOW, THEREFORE, the Council directs:

a. Section 1-b-(2) of Ordinance No. 149347 is amended to read as follows:

- (2) "Nothing contained herein shall cause or require the removal or abandonment of any sewer or gas main, conduit of any kind, wire, pole, or thing used, or intended to be used for any public service (with the exception of water facilities for which no easements are reserved), and the right hereby is reserved for the owner of any such utility or thing to maintain, continue, repair, reconstruct, renew, replace, rebuild, and/or enlarge any and all such things; that no building or structure of any kind shall be built or erected within a distance of ten feet (except as hereinafter provided with respect to an existing sewer) from the centerline of any such utility, except with the prior written consent of the City Engineer and the owner of the utility and that any and all contemplated building plans in said vacated area shall be submitted for approval to the City Engineer and to the Director of the Bureau of Buildings, to the end that such construction may be so adjusted with reference to all public utilities in said area as to cause a minimum of danger

ORDINANCE No.

or inconvenience to the public and to the owner of such utility and to protect and preserve the same as presently constructed or hereinafter reconstructed, renewed, replaced and/or enlarged.

b. That Section 1-b-(4) of Ordinance No. 149347 is amended to read as follows:

(4) "Reserving to the City of Portland an easement over the entire length and width of the portion of NE 11th Avenue herein vacated for maintenance and/or reconstruction of an existing 12 inch diameter sewer, and that no building construction of any kind will be allowed in said street area until such time said sewer has been relocated to other dedicated streets at the expense of the petitioner, or its successors and assigns, in accordance with requirements of the City Engineer.

Section 2.

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

Section 3. The Council declares an emergency exists, because a delay in amending a vacating ordinance would impose undue hardships on a commercial establishment; therefore, this ordinance shall be in force and effect from and after its passage by the Council.

Passed by the Council, **OCT 8 1980**

Commissioner Mike Lindberg
Carl Short/sg
September 29, 1980

Attest:

Auditor of the City of Portland



Mealy

ORDINANCE NO. **150250**

*STR 'H' Mealy
File
7.11*

An Ordinance vacating all that portion of NE Humboldt Street lying between the east line of NE 14th Avenue and the west line of Lots 6 and 7, Block 44, Vernon, a recorded plat, under certain conditions.

The City of Portland ordains:

Section 1. The Council finds:

1. On January 15, 1980, James E. Anderson filed a petition for the vacation of a certain portion of NE Humboldt Street east of NE 14th Avenue.
2. The petition states the reason for the vacation is to increase yard area.
3. The vacation is recommended by the Commissioner of Public Works in accordance with certain conditions set forth in the directive action below.
4. In accordance with ORS 271.100, the Council fixed a time and place for public hearing before the Council; the Auditor published notice thereof; and posted such notice in the area proposed to be vacated.
5. Other procedural requirements of ORS 271 have been complied with and the Council having held a public hearing finds no objections were made or filed thereto and it is in the public interest that said street be vacated.

NOW, THEREFORE, the Council directs:

- a. All that portion of NE Humboldt Street lying between the east line of NE 14th Avenue and the west line of Lots 6 & 7, Block 44, Vernon, a recorded plat, is hereby vacated.
- b. The vacation of the above described street area is granted subject to the following conditions and restrictions:
 - (1) That the petitioner pay to the City the sum of \$182.50, this being the cost of the vacation proceedings in excess of the minimum \$200.00 filing fee already paid.
 - (2) Nothing herein contained shall cause or require the removal or abandonment of any sewer, water or gas main, conduit of any kind, wire, pole or thing used, or intended to be used, for any public service, and the right hereby is reserved for the owner of any such utility or thing to maintain, continue, repair, reconstruct, renew, replace, rebuild, and/or enlarge any and all such things; that no building or structure of any kind shall be built or erected within a distance of ten feet from the centerline of any such utility, except with the prior

written consent of the City Engineer and the owner of the utility and that any and all contemplated building plans in said vacated area shall be submitted for approval to the City Engineer and to the Director of the Bureau of Buildings, to the end that such construction may be so adjusted with reference to all public utilities in said area as to cause a minimum of danger or inconvenience to the public and to the owner of such utility and to protect and preserve the same as presently constructed or hereinafter reconstructed, renewed, replaced and/or enlarged.

- (3) That the petitioner agrees to pay all cost of street closure at the NE 14th Avenue intersection with NE Humboldt Street, all improvements to be in accordance with plans to be furnished by the City Engineer.
- (4) The sum of \$1,528.00 in cash be deposited by the petitioner with the City Treasurer in a trust fund, or a corporate surety bond in the above amount and approved by the City be posted in lieu thereof, to cover the estimated cost of street improvements required by the City Engineer. Upon completion of the work by and at the expense of the petitioners, and in accordance with plans furnished by the City Engineer, said sum of \$1,528.00 will be refunded or the surety bond will be released. In the event the cash deposit or bond is not sufficient to cover the costs of reconstruction as required by the City Engineer, the petitioners agree to pay all costs in excess of such deposit or bond, and the petitioners further agree that if they fail or neglect to complete said reconstruction within a reasonable time, as determined by the City Engineer, the City is authorized to draw from the sum deposited or on the bond, as is required to complete the reconstruction by City Maintenance personnel.
- (5) That in the event the petitioner fails to fully comply with the above conditions within six months after the effective date of the vacating ordinance, said ordinance will then be subject to repeal by the Council.

Section 2. Petitioner shall file with the City Auditor, in form approved by the City Attorney, a document in writing accepting the terms and conditions of the ordinance.

ORDINANCE No.

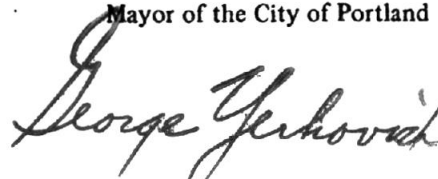
Section 3. The City Auditor shall at the expense of the petitioner file with the recorder, the assessor and the surveyor of the county in which said property is located a certified copy of this ordinance and the acceptance thereof, and any map, plat or other record which may be required by law.

Passed by the Council, **AUG 20 1980**

ORDER OF COUNCIL
Stu Keebaugh/sg
August 6, 1980

Attest:

Mayor of the City of Portland



Auditor of the City of Portland



Department of Energy
Bonneville Power Administration
P.O. Box 3621
Portland, Oregon 97208

In reply refer to: SS

June 5, 1980

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

Dear Ms. Loomis:

We request the following parking sign changes on the south side of Holladay Street in front of the BPA Headquarters building at 1002 N.E. Holladay Street:

- 1) Convert two Thirty-Minute Zone spaces to Ten-Minute Zone spaces. This will provide increased access for the vehicles which transport and drop off handicapped employees.
- 2) Convert one One-Hour Zone to a Handicapped Zone. This will provide increased access for handicapped visitors.

Thank you for your assistance.

Sincerely,

JoAnn Scott, Chief
Branch of Administrative Services

JBrannham:jkb

cc
Official File - SS

→ Contact

Bill Ross

234-3361

X4441

Basaraba

Don

TR # 3145

W.O. # 22710

Fre-MBK

RECEIVED

JUN 10 1980

BUREAU OF
TRAFFIC ENGINEERING

RECEIVED JUN 10 1980

STR "H"
Harold

4-WAY STOP WARRANT COMPARISON
CITY OF PORTLAND

Major Street SE HAROLD ST Minor Street 67TH AVE

ITEM

OBSERVED
CONDITIONS

MINIMUM
WARRANT

Minimum Vehicular Volume Warrant:

- (a) The average hourly volume entering from all approaches for any 8 hr. of a day.

407

500 uph

- (b) The average hourly combined vehicular and pedestrian volume from minor street for both approaches for same 8 hr. as in (a).

75

200 uph

Accident Experience Warrant:

Preventable Accidents last 12 months
(7-1-79 to 7-1-80)

1

5

Remarks: Penny Saver Mkt. on NW corner of intersection.

2-hrs (4-5pm & 5-6pm) exceeded 500 uph entering from all approaches.

Highest hour entering from 67th was 2-3pm (100 veh)

<u>Yr.</u>	<u>Acc.</u>
1975	2
1976	1
1977	0
1978	3
1979	5
6mo 1980	0

30 MPH speed zone on
Harold - 52nd to 92nd.

67th is thru street, N of Harold

T.R. 782V

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

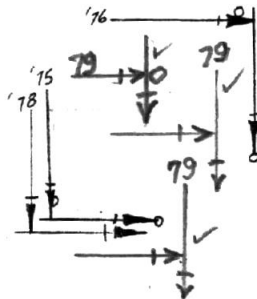
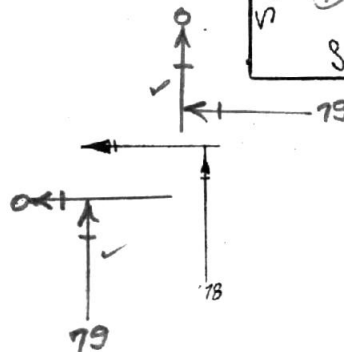
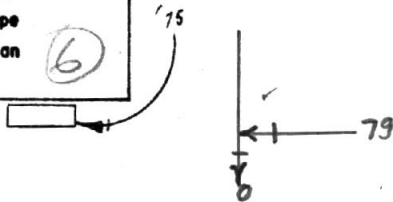
COLLISION DIAGRAM

LOCATION S.E. HAROLD ST. @ S.E. 67TH AVE. COMPILED BY WES BOLLING
PERIOD COVERED 1-1-75 TO 12-31-78 DATE MAY 8, 1979

6-24-80

LEGEND

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



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

COLLISION TYPE	1975				1976				1977				1978				1979				6mo 80
	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	
Angle		1		1		1		1							2	2		4	2	6	
Head-on																					
Rear-end		1		1											1	1					
Sideswipe																					
Turning Movement																					
Parking																					
Non-collision																					
Fixed Object																					
Pedestrian																					
Backing																					
Misc.																					
TOTAL		2		2		1		1				0		3	3		4	2	6	0	

2 2

TRAFFIC COUNT TAB

Date MAY 17, 1979

Day THURSDAY

Weather CLEAR

ON S.E. HAROLD ST.
E/S.E. 67TH AVE.

ON S.A.R.C. - #9
W/SE 67TH AVE

DIRECT- TIME	W/BND.				E/BND			E/W/BND
A.M.								
7-8	168				98			266 ✓
8-9	100				100			200
9-10	76				84			160
10-11	105				84			189
11-12	122				86			208
P.M.								
12-1	133				104			237
1-2	146				117			263
2-3	165				113			278 ✓
3-4	148				159			307 ✓
4-5	185				229		✓	414 ✓
5-6	209				223		✓	432 ✓
6-7	193				182			375 ✓
7-8	171				135			306 ✓
8-9	157				123			280 ✓
9-10	106				77			183
10-11	78				56			134
11-12	50				33			83
A.M.								
12-1	33				21			54
1-2	10				10			20
2-3	12				7			19
3-4	9				8			17
4-5	10				11			21
5-6	21				12			33
6-7	99				52			151
TOTAL	2506				2,124			4,630
GRAND TOTAL								

TRAFFIC COUNT TAB

Date 5/22/79
 Day Tuesday
 Weather Cloudy

ON S.E. 67th AVE
S/S.E. Harold St. S.A.#177

ON S.E. 67th AVE
N/S.E. Harold St. RC #2

DIRECT- TIME	ION	N/Bd.				S/Bd.			NFS/BND
A.M.									
7-8		38				12			50 ✓
8-9		40				24			64
9-10		29				16			45
10-11		24				15			39
11-12		29				8			37
P.M.									
12-1		26				22			48
1-2		35				39			74
2-3		50				51			101 ✓
3-4		36				38			74 ✓
4-5		47				46			93 ✓
5-6		46				37			83 ✓
6-7		47				31			78 ✓
7-8		46				23			69 ✓
8-9		28				21			49 ✓
9-10		36				28			64
10-11		10				6			16
11-12		6				0			6
A.M.									
12-1		2				0			2
1-2		4				0			4
2-3		2				0			2
3-4		0				0			0
4-5		3				1			4
5-6		6				0			6
6-7		25				5			30
TOTAL		615				423			1,038
GRAND TOTAL				↔					

1,038

STR "H"

May 8, 1980

6JM

Mr. Leonal H. Gunderson
Assistant Region Traffic
Highway Division
9002 S.E. McLoughlin Blvd.
Milwaukie, Or. 97222

Dear Mr. Gunderson:

SUBJECT: Harborton Road

I appreciate you meeting with me, the Linnton Community Center Director and concerned citizens of the area regarding the school bus stop at Harborton Road. These safety concerns were as follows: forty-five (45) mph speed, rise in roadway obstructs vision, absence of proper lighting and absence of bus stop marker. All of these safety concerns will need to be analyzed and justified by your department.

Of the four safety concerns listed, I would first recommend a "School Bus Stop Ahead" sign for east bound traffic. Secondly, a turn out lane at the approach to Harborton Road. This would enable buses to pull completely out of lane of traffic and make the approach after loading. This will also give more visibility.

As I stated at the meeting, other stops on St. Helen Road appear to be more visible to traffic which should not necessitate another sign or other considerations at this time.

I would appreciate some kind of time line when you think you could respond to either of the above recommendations. Thank you again for your consideration in this matter.

Sincerely,

James L. Jackson
James L. Jackson
Safety/Training Officer

JJ/dl

CC: Ed Green, Transportation Coordinator
Howard Shaw, County Engineer
Joan Loomis, City Engineer ✓

Andrea Vargo, Linnton Community Center
Robert Moore, Principal - Skyline
Candas McDougal

RECEIVED RECEIVED

MAY 12 1980

MAY 12 1980

BUREAU OF
TRAFFIC ENGINEERING

BUREAU OF
TRAFFIC ENGINEERING

TR 9723

RECEIVED MAY 1 1980

*249
6901*



CONNIE MCCREADY
MAYOR

OFFICE OF
PLANNING AND
DEVELOPMENT

BUREAU OF TRAFFIC
ENGINEERING

D.E. BERGSTROM
CITY TRAFFIC ENGINEER

317 S.W. ALDER ST.
PORTLAND, OR 97204
(503) 248-4295

NO PARKING ZONE

STR "H"

TR 9806

W.O. #28627

30 JUL 80

226-6501

CITIZEN RESPONSE TO ABOVE W.O.

OTHER CITIZENS OPPOSE SUGGESTION OF MR HOLMES
June 9, 1980

FILE.

M.B.K.

Panorama Building
4504 S.W. Corbett Ave.
Portland, OR

Attn: Building Manager

Dear Sir:

A citizen suggested that the Bureau of Traffic Engineering post "No Parking" on the outside curve of S.W. Hamilton St./S.W. Kelly Ave. We believe this idea has merit and will install "No Parking" from your driveway to approximately 150' around the curve.

We believe that this change will improve traffic safety and improve access to your property. If you have any questions about this modification, please call the S.W. Field Representative, M. Brooks Koenig at 248-4438.

Thanks for your cooperation and understanding.

Sincerely,

Nicky N. Nozaki

N. N. Nozaki

NNN:BK:mc

THIS IS AN EXCELLANT IDEA. I WOULD
SUGGEST THAT THE NO PARKING ZONE BE
EXTENDED TO CORBETT STREET.

BECAUSE OF A NARROWING OF HAMILTON
EAST OF CORBETT AND BECAUSE OF THE
IMPAIRED SIGHTLINE DUE TO ABRUPT GRADE
CHANGE, MANY DRIVERS HIT THE CURBS
AS THEY CROSS CORBETT GOING EAST ON HAMILTON.
PERHAPS A SIGN NOTING THAT STREET NARROWS WOULD
HELP.
Tom Holmes

STR "H"

August 1, 1980

Resident
9304 N. Hodge Ave.
Portland, OR 97203

Dear Resident,


A recent inspection of the northeast corner of the intersection of N. Hodge Ave. and N. Newark St. showed visibility at the intersection was obstructed by the landscaping.

In order to provide adequate sight distance for safe vehicular passage through the intersection it is necessary to maintain an area on each corner that is free of visibility obstructions. It is the recommendation of this bureau that the landscaping be trimmed to a height of 2½ feet. The City Vehicles and Traffic Code (Chap. 16.26.240, copy enclosed) describes the required portion of corner properties that must be kept clear of visibility obstructions.

An inspection will be made in ten days, and if this obstruction has not been removed the matter will be turned over to the Neighborhood Quality Division, of the Bureau of Buildings.

Thank you for your cooperation in helping make driving in Portland safer. For further information call Dave Magin of this bureau at 248-4289.

Sincerely,


Mario J. Martini
Senior Traffic Engineer

MJM/DRM/as

enclosures

STR Harold

April 25, 1980

MEMORANDUM

TO: The Files

FROM: Don Bergstrom

I met with Cowles Mallory this morning and he directed and authorized the installation of a temporary signal at the intersection of S. E. 92nd and Harold Street.

Jim Wilson has had a work order and is using the construction plans for the intersection to furnish Stanton Yard. Stanton Yard will today make some type of commitment in terms of when they'll be able to install.

The estimated cost is \$10,000. Steve Chadima is evaluating whether we'll have to ask for money or whether it can be funded out of the existing interagency with Maintenance Division.

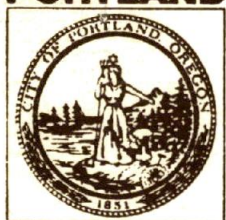
I am not sure but this seems like the 7th or 8th signal that the City has installed on a temporary basis because of the delay of installing signals under the Federal Aid-State process. I think it's appropriate that we take a look at this and develop some type of policy or guideline for interim control.

By copy of this I am asking Dick to take a look at this and to develop maybe 5 or 6 guidelines for interim control. As an example, the City would install interim control at a location to take the place of a signal that's been approved by Council, if the interim control is a reasonable price, if there is a high accident rate that needs to be handled immediately, if there is some type of pedestrian problem - school ground, major generator, etc.

Also, I'm asking that Dick target July 1 as the date that we will mail a letter to all neighborhood associations advising them of the status of traffic signal installations City-wide. As I envision it, one letter addressed to Interested Portlanders would be used for the entire City. The locations would be listed by sections of the City - N., N. E., etc. and a status indicated for each location. This letter then would be reissued every 3 months or quarterly. It probably would be a good idea to talk this over before you get started on it.

DEB:jjp

THE CITY OF
PORTLAND



OREGON

D. E. BERGSTROM
CITY TRAFFIC ENGINEER

BUREAU OF TRAFFIC
ENGINEERING

317 S.W. ALDER ST.
PORTLAND, OR. 97204
(503) 248-4295

4/23/80

Decision to Inst

Temp Sig — File
4/25/80

Dick

I need a
recommendation on interim
control for 92nd Harold
Would you bring it in
4/28 for our meeting at
1 PM Thanks,

THE CITY OF
PORTLAND



OREGON

D. E. BERGSTROM
CITY TRAFFIC ENGINEER

BUREAU OF TRAFFIC
ENGINEERING

317 S.W. ALDER ST.
PORTLAND, OR. 97204
(503) 248-4295

423

called Don Harwell
Salem he said 92nd
& Harold is advertised bid
to be opened 5/8/80
told Isaac Rez - in
Linberger's office
& Sam Thomas in Mayor's
office of this & gave them
history. Also said BTE
will look at interim
solution & have out by 5/3

Return 4-25-80 STR "H"

From: BUREAU OF TRAFFIC ENGINEERING
420 S.W. Main St.-Portland, Or. 97204

DATE 3/24/80

To: DEB

FOR YOUR ATTENTION & REPLY
FOR YOUR INFORMATION

PLEASE INVESTIGATE & REPORT
PLEASE ANSWER OR ARRANGE

Note: Sherry Winters and neighborhood, 760-3132

Wish to meet with you on ~~Tuesday~~ ^{Thursday May} 1, 4:00 p.m. at

~~St. Peters, 87th and Foster~~

^{Powell Club, 93rd & Harold}

regarding proposed signal at SE 92nd and Harold

Would like explanation as to why it is taking so long to get light
and also status of light at present

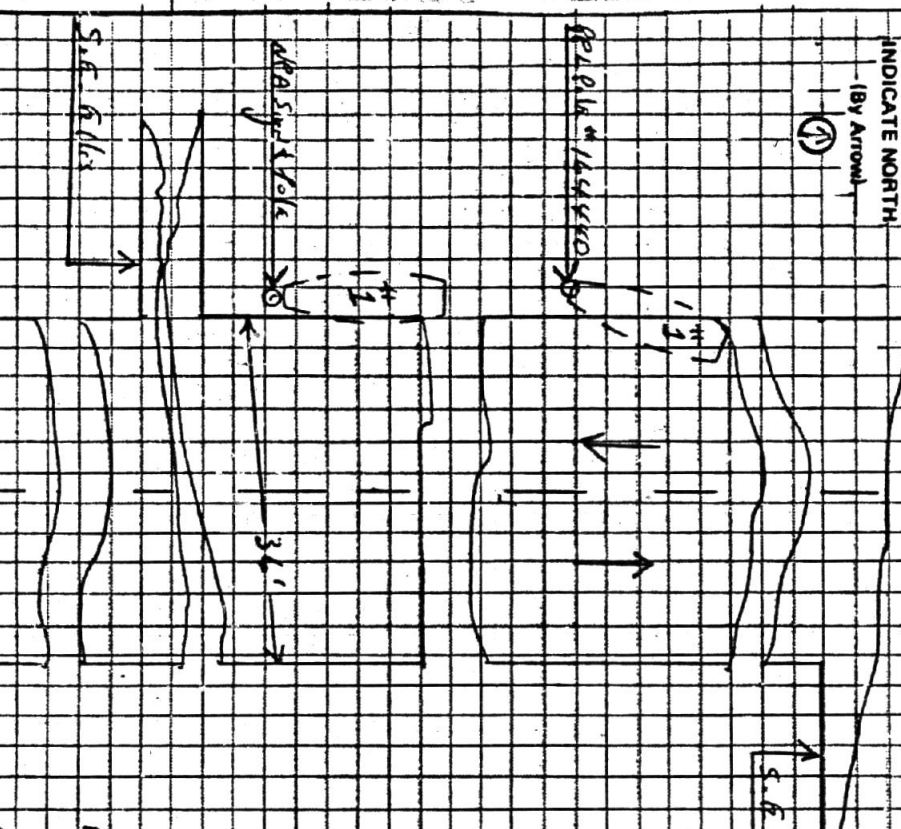
OFFICIAL ACCIDENT REPORT - POLICE																	
STATE OF OREGON																	
FATAL <input type="checkbox"/> INJURY <input checked="" type="checkbox"/> PROP. DAMAGE <input type="checkbox"/>																	
Dept. <u>Portland Police</u> City <u>Portland</u> County <u>Multnomah</u> Page <u>1</u> of <u>2</u> Pages																	
Case No. <u>801 20626</u>		1. ACCIDENT INVOLVED: <input type="checkbox"/> One Other MV <input type="checkbox"/> Two or More MV's <input type="checkbox"/> Pedestrian <input type="checkbox"/> Motorcycle <input type="checkbox"/> Bicycle/Tricycle <input checked="" type="checkbox"/> Fixed Object <input type="checkbox"/> Non-Collision			1. ACCIDENT INVOLVED: <input type="checkbox"/> Animal <input type="checkbox"/> Other <input checked="" type="checkbox"/> City, County, State Property Damaged Describe: <u>NPA 5.3N</u> <u>10/2</u>			COMPUTER ENTRY: Persons <input type="checkbox"/> Booking <input type="checkbox"/> Vehicle <input type="checkbox"/> LEADS <input type="checkbox"/> Crime <input type="checkbox"/> NCIC <input type="checkbox"/> Property <input type="checkbox"/>		Distribution: <u>2-Traffic</u> <u>1-Traffic Bug</u> <u>1-DWV</u> <u>1-Eckton</u> <u>1-Palmer</u> <u>(6)</u>							
Classification: <u>TRAF ACC</u> <u>413</u>		2. Date Occurred <u>3-26-80</u>			3. Time Occurred <u>130</u> <input checked="" type="checkbox"/> AM <input type="checkbox"/> PM			ACCOMPANYING REPORTS: Veh. <input type="checkbox"/> Prop. <input type="checkbox"/> Spec. <input type="checkbox"/> Custody <input type="checkbox"/> Person <input type="checkbox"/> Continuation <input type="checkbox"/>		Do Not Write In This Space							
4. Reported Date <u>3-26-80</u>		5. Reported Time <u>136</u> <input checked="" type="checkbox"/> AM <input type="checkbox"/> PM		6. Location of Occurrence (Route No. or Name) <u>SE 92</u>			7. At Intersection of (Route No. or Name) <u>N</u>										
8. If not at Intersection <input type="checkbox"/> Feet <u>76</u> <input type="checkbox"/> Miles <input type="checkbox"/> N <input type="checkbox"/> S <input checked="" type="checkbox"/> E <input type="checkbox"/> W <u>SE Harold</u>		(Intersecting highway or street, landmark or house no.)			9. Mile Post		10. <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W <input type="checkbox"/> of		Nearest City								
INJURY CODE: (Mark the first one that applies) K - DEAD BEFORE REPORT MADE A - INCAPACITATED - Unconscious, Could not walk, Broken or distorted limbs, severe lacerations, etc. B - NONINCAPACITATED - Lump, Abrasions, Cuts C - POSSIBLE - Momentary Unconsciousness, pain, nausea, limping D - NO APPARENT INJURY										SEAT BELT CODE None Installed - 0 Lap Installed - 1 Shoulder Installed - 2 Airbag Installed - A		- 0 - 1 - 2 - A		- LL - SS - AA		Sex Race D.O.B. Seat Belt X EJ Inj.	
11. FULL NAME (Last) (First) (Middle) <u>FENDERGRASS Linda Sue</u>		Computer #		12. Address <u>8830 SE FLAME A51</u>		13. <u>FW</u> <u>11-9-55</u> <u>L</u> <u>1/4</u> <u>B</u>		14. <u>FW</u> <u>11-9-55</u> <u>L</u> <u>1/4</u> <u>B</u>		15. <u>FW</u> <u>11-9-55</u> <u>L</u> <u>1/4</u> <u>B</u>							
19. Operator License No. <u>188 5887</u>		20. Issuing State <u>OR</u>		21. Type (Specify)		22. Residence Phone <u>unkn</u>		23. Business Phone		Sex Race D.O.B. Seat Belt X EJ Inj.							
24. Occupant's Name		Computer #		25. Address and Phone		26. <u>unkn</u>		27. <u>unkn</u>		28. <u>unkn</u>							
32.		33.		34.		35.		36.		37.							
40.		41.		42.		43.		44.		45.							
48. Owner's Name and Address <u>Budget Rent A Car - Portland</u>		49. Odometer Reading		59. Damage Scale <u>FD-5</u>		60. Damage Sustained: Sketch damage to Motorcycles, Trailers, etc.											
50. License No. <u>EMS 740</u>		51. License State <u>OR</u>		52. License Year		53. Veh. removed by/to <u>Oregon Tow to Lot</u>		54. Vehicle year <u>unk</u>		55. Make <u>Chau</u>							
56. Model		57. Body Style <u>2dr</u>		58. Color <u>tan</u>		Is Vehicle Drivable? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No											
61. FULL NAME (Last) (First) (Middle)		Computer #		62. Address		63. <u>unkn</u>		64. <u>unkn</u>		65. <u>unkn</u>							
69. Operator License No.		70. Issuing State		71. Type (Specify)		72. Residence Phone		73. Business Phone		Sex Race D.O.B. Seat Belt X EJ Inj.							
74. Occupant's Name		Computer #		75. Address and Phone		76. <u>unkn</u>		77. <u>unkn</u>		78. <u>unkn</u>							
82.		83.		84.		85.		86.		87.							
90.		91.		92.		93.		94.		95.							
98. Owner's Name and Address		99. Odometer Reading		109. Damage Scale		110. Damage Sustained: Sketch damage to Motorcycles, Trailers, etc.											
100. License No.		101. License State		102. License Year		103. Veh. removed by/to		104. Vehicle year		105. Make							
106. Model		107. Body Style		108. Color		Is Vehicle Drivable? <input type="checkbox"/> Yes <input type="checkbox"/> No											
111. Actions Taken (Citations, etc.) <u>RAK. DRN. 2039564</u>				112. Primary Cause <u>#1 Careless Driv</u>				113. Secondary Cause <u>#1 DUTY</u>									
Reporting Officer(s) <u>Patricia Chua #1533</u>				Prec./Div. <u>7</u>		Relief/Shift <u>2</u>		Assn./Dist. <u>350</u>		R/C Times <u>0136</u>							
				ARR: <u>0143</u>		CLR: <u>0241</u>		Approved by: <u>Patricia Chua</u>									

BU 20626

114. Weather (x) one	115. Road Cond (x) one	116. Light Cond (x) one	117. Unit 1 Unit 2	118. Traffic Control Devices	FIRST AID GIVEN BY:
<input type="checkbox"/> CLEAR <input type="checkbox"/> RAINING <input type="checkbox"/> SNOWING <input type="checkbox"/> FOG <input type="checkbox"/> HAZARDOUS <input type="checkbox"/> OTHER	<input type="checkbox"/> DRY <input type="checkbox"/> WET <input type="checkbox"/> SLIP <input type="checkbox"/> OTHER	<input type="checkbox"/> DAYLIGHT <input type="checkbox"/> DAWN or DUSK <input type="checkbox"/> DARKENED/lighted <input type="checkbox"/> DARKENED/unlighted <input type="checkbox"/> OTHER	Skidmarks to Impact (ft.) Distance Travel'd after Impact (ft) Stated spd. before Impact (MPH) Designated speed for area (MPH)	<input type="checkbox"/> YES <input type="checkbox"/> NO Describe:	Buck Amiel & Finis Dept.
INJURED TAKEN TO					Portland Advantist
BY: Duke Amiel					

WITNESSES:	NAME	RES. ADDRESS & PH.	RES. ADDRESS & PH.
	Cox, Lucille M.	4109 SE 73	7756130

NARRATIVE: (Use Metric Conversion) EXTRA PAGE IF NEEDED

DRAW SKETCH: INDICATE NORTH BY Arrow		<p>41 Day started 5:00 PM and not that fast. My skid marks somebody car in front of me.</p> <p>My wife started 5:00 PM on 92nd when saw 5:01 5:02 5:03. I started to turn left but my car skidded back over center line. I just missed with car around back to edge with 90th. Signal pole and stop sign lost on 92nd.</p> <p>Off 90th - 5:01. My skid marks on 92nd. I saw 5:01 5:02 5:03. I started to turn left but my car skidded back over center line. I just missed with car around back to edge with 90th. Signal pole and stop sign lost on 92nd.</p>
--------------------------------------------	------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

THE CITY OF
PORTLAND



OREGON

OFFICE OF
PLANNING &
DEVELOPMENT

COWLES MALLORY
ADMINISTRATOR

1220 S.W. FIFTH AVE.
PORTLAND, OR 97204
(503) 248-4579

Return

3/25
D

Handwritten notes:
follow-up
at Fair Share
Chuck
B-425

February 19, 1980

MEMORANDUM

TO: DOUG BUTLER
OFFICE OF PLANNING & DEVELOPMENT

FROM: CHUCK OLSON
HOUSING & COMMUNITY DEVELOPMENT *Chw*

SUBJECT: DELAYS IN TRAFFIC SIGNAL INSTALLATION -
92ND & HAROLD

On February 13th I received a call from Ms. Sherry Winters of the Lents Fair Share Organization. She was concerned about delays in the installation of a pedestrian traffic signal at 92nd and Harold that is being funded through the State Highway Department.

In response to Neighborhood Need Request #9034 (8/15/78), the neighborhood was told by City Traffic Engineering that the signal was in their FY 78-79 budget, but the tentative installation date was September, 1979.

The following August the neighborhood again requested the light, indicating it was their highest priority. I informed Laura McMahan of Lents Neighborhood Association, that based on information from Traffic, the light should be installed by December, 1979 using FAU funds.

On February 14th, Don Burdett of Traffic Engineering told Mrs. Winters and my staff that the traffic light would be bid on March 27th and, if lucky, installed before school begins in September 1980. Needless to say, she is extremely upset.

Handwritten note:
3/14/80
Ticket
Promised

Handwritten note:
Copy to TKW

OFFICE OF PLANNING
& DEVELOPMENT

FEB 2 1980

I am concerned about the delays for two reasons:

- 1) The intersection at 92nd and Harold is extremely dangerous, and has been a concern of the Lents neighborhood for a long time. Many children who use Lents Park and belong to Little League or the Pal Boys Club use these corners to cross. Traffic is heavy and the risk of an accident is high.
- 2) Delays in this project can affect our credibility in the eyes of the neighborhood and Fair Share. I would not like to jeopardize the good working relations we have developed with these groups.

Though this is not an HCD-funded project, we will stay in touch with Ms. Winters to report on progress. I thought you should be aware of the situation.

CEO:CLT/aw

Dick

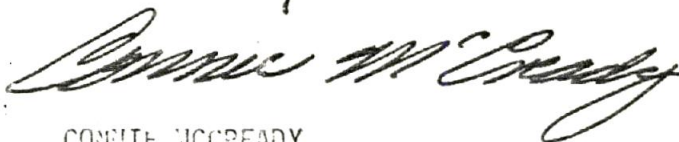
CITY OF PORTLAND
INTER-OFFICE CORRESPONDENCE
(NOT FOR MAILING)

March 10, 1980

From Office of the Mayor
To Traffic Engineering
Addressed to Don Bergstrom
Subject Temporary pedestrian signal at Madison High School

Please proceed with plans to install a temporary pedestrian signal at Madison High School, as soon as possible.

I understand that a permanent signal will be going in at that location for the term beginning in the fall of 1980, and that this will temporarily serve the remainder of the present school year plus any summer school activity at Madison, at a cost of \$6,000--with \$3,400 to be recovered.



CONNIE MCCREEDY

CM:db

cc: Harold H. Andersen, Principal
Madison High School

RECEIVED

MAR 18 1980

BUREAU OF
TRAFFIC ENGINEERING

DEB

5-15-80

Status Report - 5 intersections (Portland Blvd. at Montana & Missouri, 92nd & Harold, W. Burnside & 12th, 82nd & Madison High)

This project was authorized in the 78-79 budget. Applications were prepared & submitted for typing in August, 1978.

On January 29, 1979 we recieved authority to proceed on 4 intersection but there was a question on signal warrants on 82nd & Madison High so this location was not authorized at that time

At approximately this same time we were informed that the Union Ave project was complete and waiting for signal designs. Also construction was ready to begin on Phase I of the Lowell project.

Since the authorization for the Madison High signal delayed the five intersection project, priority was given to the Union Ave and Lowell Blvd projects.

The Madison High signal was authorized in late March and an Agreement was authorized on April 25, 1979 for this project.

Preliminary Engineer was completed and plans and specification submitted to Metro in August, 1979.

Later we were informed by the State that there was a problem with federal funding and ^{5 intersection} then project would have to be reviewed by MSD. Additional information on this being checked by Dave Hill who has promised me a report by mid-week.

In January, 1980 we were informed by the State

RL

that this project was scheduled for a March bid letting however last week I was informed this project still had not recieved UMPTA approval and that its approval was necessary since this project was being funded by Mt. Hood withdrawal funds. Dave Hill will also have some clarification on this when he reports back.

JKW

PCA

Signal Project (Status Summary)

1. ~~Appt~~ Council Approval 78-79 Budget
2. Applications Filed Aug 78
3. Authority to proceed Jan 29th 79
(Problem with 82nd Signal at Madison)
4. Final Authority for all Intersections Mar 79
5. Agreement Apr 79
6. PE Completed & Plans to Metro Aug 79
7. State say problem with funding Additional review by MSD
8. State inform schedule for March bid Jan 80
~~March~~
9. ^{B.T.E.} ~~Then we were~~ informed by state project not approved by UMTA Mar 80
10. To be Bid in ~~Mar 80~~ ^{May 8th} per Dave Hill 3/20/80
^{Per Don Herwill state 4/23}
11. Est Completion Oct-80
^{Nov}
Nov-Dec

Preapplication Conference Notes
April 2, 1980
PA 16-80

Applicant: Jim Atwood
33 SW Third Avenue
Portland, OR 97204

Proposal: Major partition of a .78 acre parcel, with access via SW Hamilton Street.

Location: North side of SW Hamilton Street, east of SW Shattuck Road, west of SW 47th Avenue.

Staff Present: Hoglund, Vrooman, Hassett, Shissler, Sanders, Kohlstrand, Southern, Atwood

Harvey Hoglund, Code Administration, Bureau of Planning, 248-4483

Will require consolidation of flag poles into separate tract "A", therefore, lot areas will be less than 10,000 square feet, necessitating variances.

Richard Vrooman, Water Bureau, 248-4408

Water Bureau can provide from existing main in SW Hamilton Street to lots having deeded frontage on SW Hamilton Street. Developer might consider Fire Bureau requirements to provide public street with cul-de-sac.

Ron Hassett, Traffic Engineer, 248-4460

No problems with this.

Mike Shissler, Sanitary Engineering, City Engineers, 248-4635

The Bureau of Sanitary Engineering has reviewed the subject proposal. In addition to the attached "General Requirements for Subdivision and Partitioning" our comments are as follows:

Sanitary sewer service can be provided by extension from existing sewer in SW Hamilton Street.

Storm water from roofs, patios, etc. must be disposed of by connection to the existing storm drain in private property to the north.

Disposal of the storm water from the driveways may require construction of a storm sewer in SW Hamilton Street. Details should be worked out with the Bureau of Buildings and Sanitary Engineering before submission of the tentative plan. Storm sewer waivers will be a minimum requirement.

Bob Sanders, Street and Structural Engineering, City Engineers, 248-4256

SW Hamilton Street is a Multnomah County Road (#1607) and Bob Warner (248-3638) should be contacted for access and improvement requirements. The private road

Hassett
STR "H"

Don
ret
File

RECEIVED
APR 14 1980
BL
TRAFFIC ENGINEERING

Preapplication Conference Notes
April 2, 1980
PA 16-80
Page Two

access drive must meet the Fire Marshal's truck access requirements. This roadway will be reviewed by this bureau in the building plan review process. Minimum width is 20 feet.

Street improvement waivers will be required for SW Hamilton Street.

Valerie Southern & Becky Kohlstrand, Transportation Planning, Bureau of Planning, 248-4254

Arterial Streets Classification Policy, Designations and Special Policies:

SW Hamilton Street: Minor Transit Street, Neighborhood Collector Street, Bicycle Path.

SW Shattuck Road: Minor Transit Street, Neighborhood Collector Street, Bicycle Path.

SW District Policy: ". . . emphasis shall be placed on providing pedestrian convenience of access between neighborhood and higher density residential areas, transit stops, commercial areas, parks, schools, and other community facilities. . ."

Staff Comments on Circulation: The access strip must be a minimum of 30 feet in width; 10 feet per parcel. This can or should be a shared access with fence, latticwork or landscaped screening to provided privacy for surrounding properties, Lots 245, 225, 224 and 351.

Staff Comments on Transit: The area is served by Tri-Met line #55.

Staff Comments on Bicycle/Pedestrian Movement: Pedestrian access, as indicated in policy, must be provided from site to transit or bicycle path access points (SW Hamilton Street). A minimum five foot right-of-way must be provided along the eastern portion of the access strip to existing city right-of-way.

Parking: At minimum, two off-street parking spaces must be provided for each residential unit.

Applicant should contact Jerry Edwards at the Fire Bureau, 248-4375



DEPARTMENT OF
PUBLIC WORKS
MIKE LINDBERG
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

621 SW ALDER
PORTLAND, OR 97205

MEMORANDUM

FROM: Bureau of Sanitary Engineering
SUBJECT: General Requirements for Subdivision and Partitioning

Sanitary Sewers

Public sanitary sewers will be required to serve each building site unless otherwise approved by the Department of Environmental Quality. Each building must be connected separately to the sanitary sewer unless otherwise approved by the Bureau of Buildings, Plumbing Division.

Storm Sewers

Public storm sewers will be required for disposal of storm runoff from all streets. All storm runoff from and through the project must be disposed of in a manner satisfactory to the Bureau of Buildings and the Bureau of Sanitary Engineering. A means of disposal of storm runoff from all impervious surfaces in private property, such as roofs, driveways, parking areas, etc., which meets with the approval of the Bureau of Buildings and the Bureau of Sanitary Engineering must be provided by the developer. If on-site stormwater disposal methods are intended to be used, written approval by the Bureau of Buildings will be required before approval will be given by the Bureau of Sanitary Engineering.

Existing Development

Provision must be made for continuation of all storm and sanitary service for any existing buildings without detriment to either the existing or future development.

Flood Prone Areas

All development must be in conformity with Chapter 24.56, Flood Prone Areas, of the City Code.

Easements

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

Drainage Reserves

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

Improvement Guarantee

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

MES:a1

OFFICE OF
Connie McCready
MAYOR



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

THE CITY OF
PORTLAND, OREGON

March 28, 1980

Dick Ardrey
1812 S.E. Harrison St.
Portland, OR 97214

Dear Mr. Ardrey,

The Bureau of Traffic Engineering has reviewed your request for signing of the East Park rose garden on Harrison Street to reduce reckless driving. Mr. Bill Stark of that bureau indicated your discussion with him was most helpful in defining the problem.

As a result of this investigation, we will install the following signs and markings:

1. Install a reverse turn right sign with 15 mph speed rider for eastbound traffic at the intersection of Harrison and Locust (west side of garden).
2. Install a reverse turn left sign with 15 mph speed rider for eastbound traffic at the intersection of Harrison and Cypress (south side of garden on back side of existing "Do Not Enter" sign).
3. Install a reverse turn right sign with 15 mph speed rider for westbound traffic at the intersection of Harrison and Hemlock.
4. Install two right turn pavement arrows on Harrison between Hemlock and the rose garden for westbound traffic.
5. Replace the large right arrow which was recently damaged on the east side of the rose garden.

We recognize these signs will detract from the beauty of the rose garden and surrounding residential neighborhood. However, in this instance we feel they are necessary to warn motorists of a potentially hazardous condition due to a change in direction of travel.

I earnestly hope that the additional signing helps reduce the speeding around the East Park rose garden.

Sincerely,

Connie McCready
Mayor, City of Portland

CM/ ES/as

cc: Mike Lindberg, Commissioner of Public Works

THE CITY OF
PORTLAND



OREGON

OFFICE OF
THE MAYOR

ROOM 303, CITY HALL
PORTLAND, OR 97204
(503) 248-4120

MELANIE PERKO

Bill Stark
SE Area Engineer

3/6/80

Bill-

This letter arrived in our constituent office from Lindberg's Office. It looks like it needs investigation and a report, since Mr. Ardrey is requesting signage, etc. to control the flow of traffic on his street.

I sent the photos since they are very helpful.

Could you get a report back to this office in the form of a letter to be signed by Connie?

Thanks, Bill.

Melanie
Melanie x4267

Spicer
M. Stark

[Handwritten initials]

THE CITY OF
PORTLAND



OREGON

OFFICE OF
PUBLIC WORKS

MIKE LINDBERG
COMMISSIONER

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204
503 248-4145

March 4, 1980

Dick Ardrey
1812 SE Harrison St.
Portland, Or. 97214

Dear Mr. Ardrey:

Thank you for your letter and photographs regarding
SE Harrison in Ladd's Addition.

While I have responsibility for Public Works, traffic
and traffic control is in the Bureau of Traffic
Engineering under Mayor McCready. I am referring
your letter and photos to her office. I am sure you
will be hearing from her very soon.

If this office can be of further assistance, please
contact us.

Sincerely,

MIKE LINDBERG
Commissioner
Department of Public Works

ML/ms

RECEIVED
MAR 6 1980
MAYOR'S OFFICE

1096

Mayor McCready

MAYOR	
CLERK	
ASST. CLERK	
ADM. SEC.	31

Dick Ardrey
1812 SE Harrison St.
Portland, OR 97214

2083

~~RECEIVED~~

MAR 3:1980

PUBLIC WORKS

February 28, 1980

Commissioner Mike Lindberg
Rm. 414 City Hall
1220 SW 5th
Portland, OR 97204

Dear Sir:

I live at 1812 SE Harrison St. (Ladd's Addition) Portland, in the home purchased by my parents in 1922.

I am writing you in hopes that something might be done about the reckless driving on my street (a street without any traffic control signs, i.e., slow), and in particular, in front of my home. I live on one of the five rose parks in Ladd's. Harrison is a through and well travelled street many drivers take to avoid Division Street's congestion - bumper to bumper at peak hours.

But the speed and reckless manner in which cars take the curves in front of my home is something you'd have to see yourself, to believe. I have five maple trees in front, four of which have been crashed into, leaving debris of pieces of metal, glass, car parts, etc., to say nothing of the landscaping needed afterwards.

"Spinouts" in front of the house and cars driving into the park are common. A check of city records, I'm sure, would reveal replacement of park signs due to this reckless driving. I am waiting for some car to come up and through my bay window almost any wet night.


I am enclosing photos of my house and property and have denoted damage and skidmarks.

This is only one thing. Another is that old people and children cross here at the corner and when the rose bushes are up, it is a blind corner.

I have ideas on how this insane driving around this park might be curtailed. I have spoken to Stanton Yard officials and law officers but they say they have no authority to do anything. This is why I am writing to you.

Ironically, my hobby is drag racing, and I do know speeds and reckless driving. But around this park and up on my lawn is no place for such antics. May I please get some attention on this matter. Feel free to call at any time to discuss this matter. My phone number is (503) 234-3777.

Sincerely,



Dick Ardrey

Enclosures

CITY OF PORTLAND, OREGON
BUREAU OF TRAFFIC ENGINEERING

COLLISION DIAGRAM

LOCATION S. E. CYPRESS AVE. @ HARRISON ST. COMPILED BY EVANS
PERIOD COVERED 1976 TO 10 mos 1980 DATE 3/27/80

LEGEND

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

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

EAST PARK
ROSE GARDEN
N
↑

SE. CYPRESS AVE.

SE. HARRISON ST.

1812
SE.
HARRISON
ST.

COLLISION TYPE	1976				1977				1978				10 mos 1979							
	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end																				
Sideswipe																				
Turning Movement																				
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL				0				0				0				0				

TRI-COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON



TRI-MET

4012 SE 17th AVENUE
PORTLAND, OREGON 97202

Charlie SUM 3-11-80
Steve OK

Harrison

March 4, 1980

Mr. R. C. Speer
Assistant City Traffic Engineer
City of Portland
Bureau of Traffic Engineering
420 S. W. Main Street
Portland, OR 97204

Dear Dick:

Your letter of January 23 asked if Tri-Met would participate in the local match for traffic signals at S. W. 5th and 6th at Harrison.

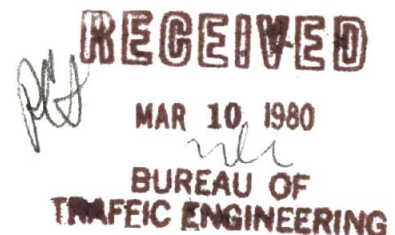
We have included funds for such participation in our draft capital budget for FY 1980-81. That budget is now in the review process, and we will keep you informed of it's status. However, it seems highly likely that the funds will be forthcoming.

Sincerely,

Paul N. Bay
Executive Director
Planning & Development Division

PNB:nk

cc: Bob Post
Mike Kyte
Doug Wentworth



Speed Message

To Arthur B. Abelsen
420 SW Main St.
Portland Oreg 97204

From _____

5TR Hamilton
1479

Subject _____

Date Aug. 2 19 79

The "No Parking At Any Time" sign installed in the past two months at S.W. Hamilton St + 4th St. On the ^{south} east side of the intersection has been removed by a friend and occupants living at 360 S.W. Hamilton St.

The occupants of said address continue to park in this intersection even when sign was there.

Sign was removed July 31st

RECEIVED

AUG 2 1979

MAINT. FORM SENT
TO BUREAU OF MAINT.
8/30/79
GBC

Signed

Nada Dyer

BUREAU OF
TRAFFIC ENGINEERING

7/2/79

MAS 2 LRT
X
Holliday

BOJERVILLE
U.S.A. POST

March 19, 1980

MEMORANDUM

Connie McCready

TO: Steve Dotterrer, Bureau of Planning

FROM: Dick Speer

317 S. W. Alder

SUBJECT: Parking Access, Chris & Tina's Tavern

We have reviewed several alternates for access to the parking west of Chris & Tina's Tavern, with the light rail running along the north side of N. E. Holliday Street.

The existing lot holds 22 vehicles, including the 6 which block the driveway from Union Avenue.

Alternate 1 would close the driveway on the Holliday Street side, move the pole, improve the driveway on the Union Avenue side and eliminate 4 spaces.

Alternate 2 would make the driveway "Exit Only" to Holliday Street, move the pole, improve the driveway on the Union Avenue side and eliminate 4 spaces. Warning devices would also be installed on Holliday Street to warn of approaching light rail vehicles.

Another alternative of providing two-way access to the Holliday Street driveway was considered. Vehicles waiting to turn to the driveway, however, would have to stop in the traffic lane very close to the signal at Union Avenue. With two directional light rail movements and southbound turning vehicles from Union Avenue, this was considered too hazardous to recommend as an alternative.

Alternate 1 would provide the safest access to this parking but would not be as convenient as Alternate 2. Visibility in both directions from the Holliday Street driveway is excellent and with warning devices for LRT movements, this alternative should provide a high degree of safety.

RCS:jjp

Harrison

CITY OF PORTLAND, OREGON
BUREAU OF TRAFFIC ENGINEERING

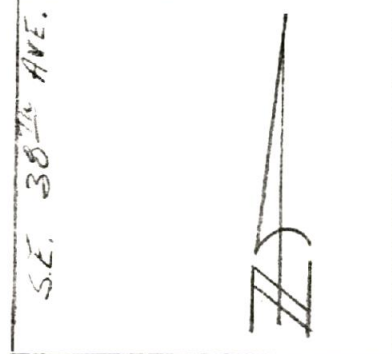
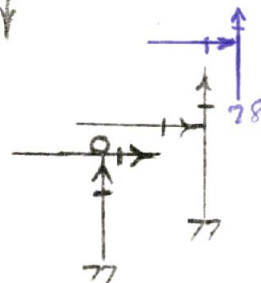
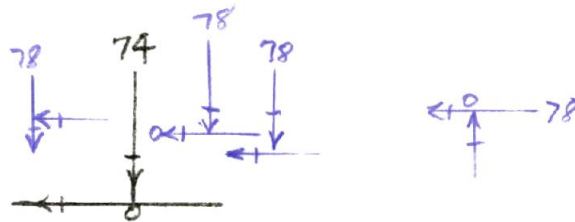
COLLISION DIAGRAM

LOCATION SE HARRISON ST. & 38TH AVE. COMPILED BY ELSTON
PERIOD COVERED 1-1-74 TO 12-31-76 DATE 8-11-77

12-31-77 EVANS

LEGEND

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



579
↔

SE HARRISON ST.

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

669
↕

COLLISION TYPE	1974				1975				1976				1977				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		1		1						1		1		1	1	2		2	3	5
Head-on																				
Rear-end																				
Sideswipe																				
Turning Movement																				
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL		1		1				0		1		1		1	1	2		2	3	5

6mo '79

Traffic Request #5589

"H"

BUREAU OF TRAFFIC ENGINEERING
City of Portland, Oregon
420 S.W. Main Street

Date 1/15/80

Permission is given: POLARIS STRUCTURES, INC.

606 SE 148th

To: PLACE DROP BOX IN CONSTRUCTION ZONE & A COMPANY VEHICLE

Location: S.W. HOOKER SOUTH SIDE 2nd to Barbur Blvd. Just West of
2ND AVE.

Date and Hours: 1/20/80 thru 2/16/80 VALID ALL HOURS

Remarks: THIS PERMIT MUST BE DISPLAINED. ALL SAFETY PRECAUTIONS TO BE

OBSERVED. TO BE USED WITH CONSTRUCTION Vzone signs

CK:md

APPROVED: R.C. Spear

Asst. City Traffic Engineer

"H"

Ran
sch

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

Date: 1-17-80
From: M. J. Martini, Bureau of Traffic Engineering
To: Office of City Engineer
Addressed to: J 130/322/Miller
Subject: Job 1134 1 copy
Imp of S.W. Hamilton St.

Plan for the above is attached.

☒ NO SPECIFIC TRAFFIC REQUIREMENTS.

☒ NO SIGNAL EQUIPMENT INVOLVED.

☐ TRAFFIC REQUIREMENTS ARE AS FOLLOWS:

The dedication of this R/W does not
void the contract to install signal at
Wiccanum by Oregon Bank (Wiccanum Investors).
Any and all P.U.C. requirements at R/W
crossing to be funded by private parties.

☐ SIGNAL REQUIREMENTS ARE AS FOLLOWS:

PERMIT JOB PRELIMINARY

FIELD CHECK

Best DATE *12-28-79*
RETURN TO NEIL McGINNIS
1307441 BY *DEC 24 1979*

CONSTRUCTION SIGNING

AS PER
MANUAL ON UNIFORM TRAFFIC
CONTROL DEVICES

RECEIVED

DEC 28 1979

BUREAU OF
TRAFFIC ENGINEERING

CITY OF PORTLAND, OREGON

DEPARTMENT OF PUBLIC WORKS

CONNIE McCREADY

COMMISSIONER

COWLES MALLORY, P.E.

CITY ENGINEER

IMPROVEMENT OF

S.W. HAMILTON COURT

MACADAM EAST

APPROVED

BUREAU CHIEF

REG. PROF. ENGR. NO. 8416

APPROVED

CITY ENGINEER

REG. PROF. ENGR. NO. 8344

APPD.

DESIGNED BY

R.C.C.

DRAWN BY

S.A.

CHECKED BY

R.C.C.

1/4 SECTION

DATE

BOOK

FILE NO.

PAGE

JOB NO.

1134

DIVISION ENGINEER

SHEET NO.

1

UNDERGROUND BY

OF

1

"H"

STP

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

Date: 1-17-80
From: M. J. Martini, Bureau of Traffic Engineering
To: Office of City Engineer
Addressed to: 150/322/211 Miller
Subject: Closure of S.E. Harold St.
(Vacated) x S.E. Inglethorpe St.
Vacated at w/s S.E. 36th
Job 1122 1 copy

Plan for the above is attached.

- ☒ NO SPECIFIC TRAFFIC REQUIREMENTS. *WES 12/28/79*
- ☒ NO SIGNAL EQUIPMENT INVOLVED. *DB 12-31-79*
- ☐ TRAFFIC REQUIREMENTS ARE AS FOLLOWS:

- ☐ SIGNAL REQUIREMENTS ARE AS FOLLOWS:

PRELIMINARY
PERMIT JOB

FIELD CHECK	
By <u>WSS</u>	Date <u>12/28/79</u>

PLEASE RETURN BY DEC 20, 79

RECEIVED
DEC 28 1979
BUREAU OF
TRAFFIC ENGINEERING

CONSTRUCTION SIGNING
AS PER
MANUAL ON UNIFORM TRAFFIC
CONTROL DEVICES

CITY OF PORTLAND, OREGON			
DEPARTMENT OF PUBLIC WORKS			
MIKE LINDBERG JOHN LANG, P.E.		COMMISSIONER CITY ENGINEER (ACTING)	
CLOSURE OF SE HAROLD ST (VACATED) & SE INSLEY ST (VACATED) AT THE WEST SIDE OF SE 26TH AVE			
APPROVED ACTING BUREAU CHIEF REG. PROF. ENGR. NO. 5413		1/4 SECTION 3532	DATE DEC. '79
		X-SECTION BK	RESOLUTION NO.
APPROVED ACTING CITY ENGINEER REG. PROF. ENGR. NO. 5416		PAGES	JOB NO. 1122
		ACTING DIVISION ENGINEER R. TASHIMA	SHEET NO.
DESIGNED BY R.M.H.	DRAWN BY R.M.H.	CHECKED BY D.D.T.	SCALE 1" = 10'
			1 of 3

o Neelley
Date 6-9 Time 9:20

WHILE YOU WERE OUT

Mr. Tom Boardman

of 79-5 78-3

Phone 241-6722

TELEPHONED	<input checked="" type="checkbox"/>	PLEASE CALL	<input checked="" type="checkbox"/>
CALLED TO SEE YOU	<input type="checkbox"/>	WILL CALL AGAIN	<input type="checkbox"/>
WANTED TO SEE YOU	<input type="checkbox"/>		<input type="checkbox"/>

Message Re: getting stop
sign at N.E.
32nd x Hancock.

Veterans' Driver Owned Organization



RADIO CAB

227-1212

CITY OF PORTLAND, OREGON
BUREAU OF TRAFFIC ENGINEERING

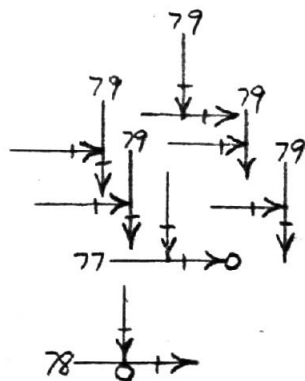
COLLISION DIAGRAM

LOCATION NE. HANCOCK ST. @ 32ND AVE COMPILED BY EVANS
PERIOD COVERED 1977 TO 1979 DATE 6/11/80

LEGEND

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

N.E. HANCOCK ST.



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

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

W.W 30894
U.O 30895
T.R 49440

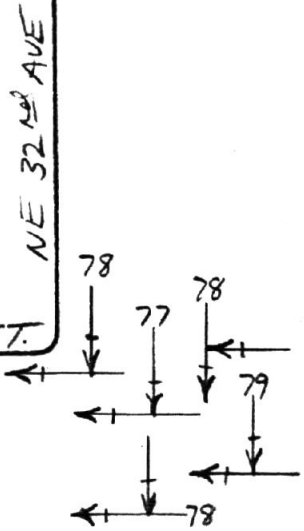
CITY OF PORTLAND, OREGON
BUREAU OF TRAFFIC ENGINEERING

COLLISION DIAGRAM

LOCATION NE. SCHUYLER ST. @ 32ND AVE. COMPILED BY EVANS
PERIOD COVERED 1977 TO 1979 DATE 6/11/80

LEGEND

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



*REAR
ND*

S-L

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

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