

Speed Letter.

File Halsey

To Bob Evans, Bur. of Traffic Engr.
317 SW Alder, Rm. 301
Portland, OR 97204

From Howard Harris, DEQ-ARB Div.
Box 1760
Portland, OR 97207

Subject Discontinuation of Monthly Traffic Counts on NE Halsey

-No. 9 & 10 FOLD

MESSAGE

Date 11-6 1980

Because of cutbacks in our budget, the Dept. has stopped CO monitoring at the Lloyd Center. We, therefore, will no longer need monthly traffic counts on NE Halsey. All other Portland CO monitoring sites will continue to be operated.

The monthly traffic counts are very useful to us. We appreciate your efforts in providing us this data.

RECEIVED

NOV 6 1980

-No. 9 FOLD

-No. 10 FOLD

Signed

Howard Harris
BUREAU OF
TRAFFIC ENGINEERING

REPLY

Date 11/10 1980

DROP TWO COUNTS @ NE HALSEY E/BD - W/NE 14th AVE
@ NE HALSEY W/BD - E/NE 10th AVE

-No. 9 & 10 FOLD

Signed

BEVANS

Halsey

July 3,, 1980

City of Portland
Department of Public Works
621 SW Alder
Portland, Oregon 97205

To whom it may concern:

I am a resident of Northeast Portland in an area which is essentially residential but which has several business and industrial firms in the area. As a result there are a variety of vehicles using the roadways (some of which are improved--with sidewalks and curbs--some are not). One problem this causes of course is the raising of dust and ash into the air, particularly by the commercial vehicles or fast moving auto's. My principal concern here though is that there are no stop signs on the secondary residential roads.

I have seen more than one accident at the corner at which I reside and numerous "near-misses". I am also greatly concerned for the lives of young children and pets who easily fall prey to speeding cars in area's like this one. I have notified the Police Department of the problem but I know there is only so much they can do to prevent accidents.

It seems that the best solution is to install stop signs in order to avoid further serious incident. The exact area to which I refer is bordered by NE 60th and 63rd and NE Halsey and the Banfield Freeway (I-84).

I can only hope that your Department will look favorably upon this "request".

Thank you for your time.

Sincerely,

Randall Malmstrom

Randall Malmstrom
6137 NE Wasco
Portland, Oregon 97213
288-3792

T.R. 9544

RECEIVED
JUL 8 1980
BUREAU OF
TRAFFIC ENGINEERING

61 62
W M
M W

*47
3/4*

CITY OF PORTLAND, OREGON
BUREAU OF TRAFFIC ENGINEERING

COLLISION DIAGRAM

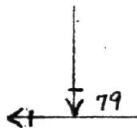
LOCATION NE WASCO ST @ NE 62ND AVE COMPILED BY THOMPSON
PERIOD COVERED 1977 TO 1979 DATE 8-18-80

LEGEND

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



NE WASCO ST



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

NE 62ND AVE

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								
Head-on																				
Rear-end																				
Sideswipe																				
Turning Movement																				
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL				0				0			1	1								

CITY OF PORTLAND, OREGON
BUREAU OF TRAFFIC ENGINEERING

COLLISION DIAGRAM

LOCATION NE WASCO ST @ NE 61ST AVE COMPILED BY THOMPSON
PERIOD COVERED 1977 TO 1979 DATE 8-18-80

LEGEND

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



NE WASCO ST

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

NE 61ST AVE

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																				
Head-on																				
Rear-end																				
Sideswipe																				
Turning Movement																				
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL				0				0				0								

CITY OF PORTLAND, OREGON
BUREAU OF TRAFFIC ENGINEERING

COLLISION DIAGRAM

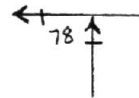
LOCATION NE MULTNOMAH ST @ NE 62 AVE COMPILED BY THOMPSON
PERIOD COVERED 1977 TO 1979 DATE 8-18-80

LEGEND

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



NE MULTNOMAH ST



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

NE 62ND AVE

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																				
Head-on																				
Rear-end																				
Sideswipe																				
Turning Movement																				
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL				0				1 1				0								

CITY OF PORTLAND, OREGON
BUREAU OF TRAFFIC ENGINEERING

COLLISION DIAGRAM

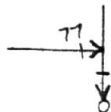
LOCATION NE MULTNOMAH ST @ NE 61ST AVE COMPILED BY THOMPSON
PERIOD COVERED 1977 TO 1979 DATE 8-18-80

LEGEND

- Person Killed
- ←--- Pedestrian Killed
- Person Injured
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NE MULTNOMAH ST



- ← Path of Vehicle
- ←--- Path of Animal
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- ~ Vehicle Skidded

NE 61ST AVE

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																
Head-on																				
Rear-end																				
Sideswipe																				
Turning Movement																				
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL		1		1				0				0								

File

NEEN

DO NOT TYPE

Halsey

From JKW.

6-23-80

To MJM

Subj. Traffic Signal - N.E. Halsey at 74th Ave.

The traffic signal on the South leg of 74th Ave was installed as part of the Halsey widening project in early 1978. It was included in the project because of requests for a School Signal at that location. During the design phase of the project the decision was made (either by the school, the Neighborhood or the Operations Division) that the South leg of 74th Ave would be the best location for the School Signal. As I recall, part of the reasoning for this selection was the neighborhood's fears that a signal on the North leg would generate higher volumes of traffic on the 74th Ave crossing of the Banfield.

If we now wish to signalize the North leg as well as the South leg, we would have to replace the existing two phase controller with a Three phase controller, add poles, vehicle and pedestrian signals, install detection for the North leg and relocate the detection for the E.B. Halsey traffic. This would be practically equivalent to installing a complete signal at an estimated cost of \$19,722.50.

I therefore recommend that this request be treated as any other signal request and be added to the signal priority list as a Capital Improvement Project.

f.R.
9028

To M.J.M.

Subj. N.E. Halsey & 74th Signal.

Upon complaint by Mrs. E. W. Carter concerning difficulty entering Halsey from the north, I checked our files to see why only the south leg of 74th had been signalized and not the offset north leg. Our records don't indicate that any traffic counts were taken prior to signalization so I had some made. These show that entering volume on the south (signal) leg is 342 and north (no signal) leg is 923. Halsey carries 13,261 and offers few gaps.

A break down of the 4-6 PM S. bound LTS shows that on the north leg, 29% wait between 21 and 30 sec. for a break and 30% wait over 30 sec. During this same period an additional 10% became discouraged and turned right then left at 73rd.

While the total number of veh. is low (76 in 2 hrs) the frustration factor and accompanying accident potential is high. Since the offset between the two legs is 120', the same as 60th & Stark, so it would be possible to include both legs in the same signalized intersection. I don't understand why this wasn't done in the first place. Therefore

recommend That we see if funds
can be found To change The existing
signal To include The North leg of
T4th with activation The same as The south
leg.

JV.

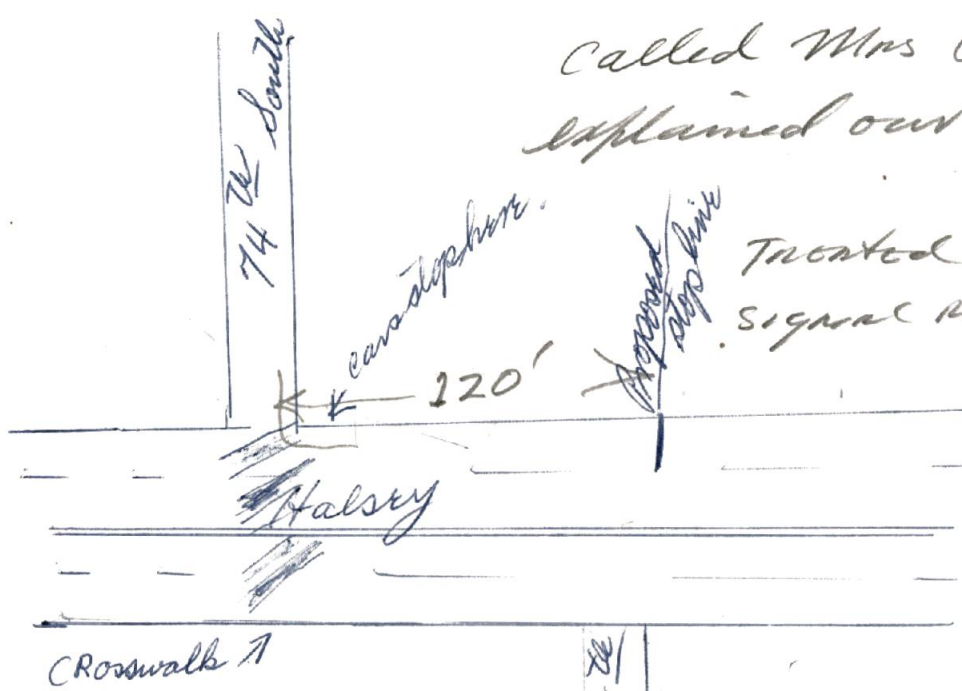
Ask Jim what it would cost
and get back to Lady with your intent
to pursue it.

Memo

Feb. 13, 1980 *Halsey*

Sir: or Ms:

Would like to call attention to the traffic or street error as it might be called. On 74th to S.E. Halsey has a Traffic light. But, no one going South on 74th can go across street if there any cars stopped for red light. Wouldn't it be better if there were a stop line marked back of North Entrance from 74th and Halsey.



called Mrs Carter and explained our action

T.U. Meesy

Treated AS any other signal request for Capital imp.

RECEIVED

FEB 19 1980

BUREAU OF TRAFFIC ENGINEERING

One more thing. Cant find anything in Driver manual. There are four lanes on Halsey. Two each direction. When making a left turn either way off 74th to make jog. are we allowed to go directly across intersection to curb lane to make the turn? There is no more than two car lengths to corner. Respectfully,

Mrs. E. W. Carter
3637 N. E. Killingsworth
Phone 288-1410 07211

STATION: 938 IDENT: 3059 PROG: 1001 INTRVL: 15 MIN

SETUP DATE: 407 SETUP TIME: 1330
 RETRIEVAL DATE: 408 RETRIEVAL TIME: 1526
 N.E. 74th Ave. S/BND. - N/N.E. HALSEY ST.
 HOUR: CHANNEL:
 1 2

CITY OF PORTLAND
 BUREAU OF TRAFFIC ENGINEERING
 TRAFFIC COUNT TAB
 COUNT TAKEN ON APR. 7, 1980
 DAY OF WEEK MONDAY
 COUNT TAKEN BY EVANS/BOLLING

2	14	30	0	10	1
		16		2	10
		13		6	4
		23		4	13
3	15	72	23	22	7
		20		3	11
		19		5	8
		20		4	13
		19		1	22
4	16	73	24	13	3
		22		3	16
		22		0	13
		25		0	13
		19		3	21
5	17	87	1	6	9
		13		2	12
		13		2	7
		24		1	10
		16		1	13
6	18	71	2	5	10
		17		1	11
		14		0	9
		17		1	11
		19		0	13
19	67	3	2	11	50
		12		0	3
		9		0	3
		6		0	10
		10		0	10
20	37	4	0	12	37
		13		0	15
		5		0	10
		7		1	20
		10		4	14
21	35	5	5	13	59
		7		0	
		3		0	
		13		3	
		9		0	
22	32	6	3	2	0

HOUR: CHANNEL:
 1 2

11	0
10	0
13	0
15	0
14	0
14	0
21	0
15	0
13	0
15	0
22	0

2557 DATA OK

--24 HOUR TOTALS--

CHAN: TOTALS:
 1 304 923
 2 0

TRAFFIC COUNT TAB

Date APRIL 7, 1980
 Day MONDAY
 Weather CLOUDY

ON N.E. 74TH AVE.
S/N.E. HALSEY ST.

ON _____

DIRECT- TIME	ION							
A.M.	N/BND.							
7-8	19							
8-9	26							
9-10	11							
10-11	7							
11-12	23							
P.M.								
12-1	13							
1-2	11							
2-3	23							
3-4	37							
4-5	35							
5-6	37							
6-7	28							
7-8	22							
8-9	6							
9-10	8							
10-11	7							
11-12	6							
A.M.								
12-1	3							
1-2	0							
2-3	2							
3-4	1							
4-5	0							
5-6	3							
6-7	14							
TOTAL	342 ✓							
GRAND TOTAL								

TRAFFIC COUNT TAB

Date SEPT. 4, 1979

Day TUESDAY

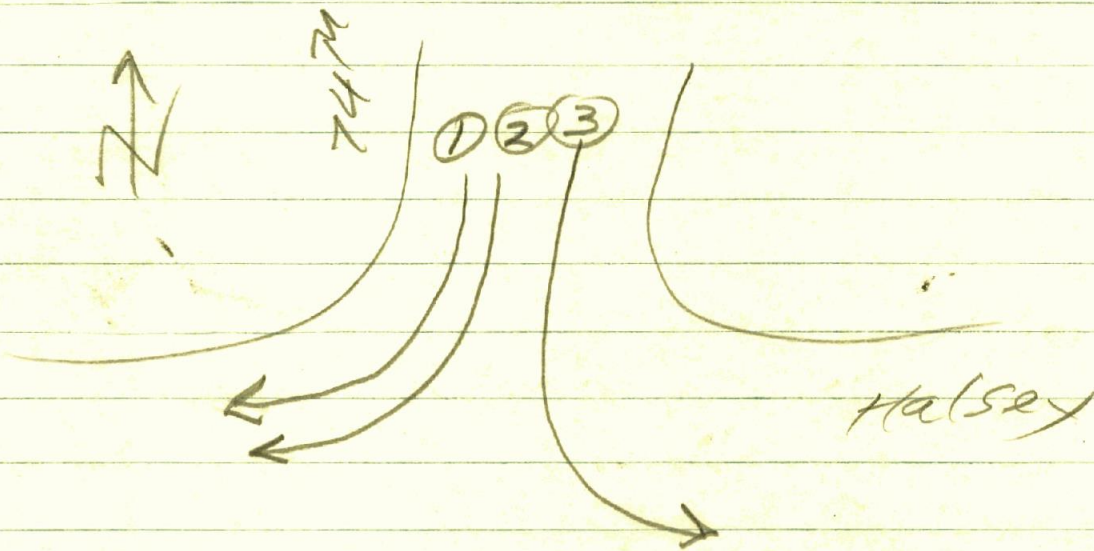
Weather Overcast

ON N.E. HALSEY ST.
W/N.E. 71ST AVE. RC#9

ON N.E. HALSEY ST.
N/N.E. 71ST AVE. RS#60

DIRECT- TIME ON	W/BND.				E/BND.			
A.M.								
7-8	555				313			
8-9	348				336			
9-10	253				302			
10-11	254				337			
11-12	275				490			
P.M.								
12-1	320				522			
1-2	337				499			
2-3	290				534			
3-4	367				724			
4-5	341				963	✓		
5-6	291				925	✓		
6-7	294				487			
7-8	231				365			
8-9	202				336			
9-10	165				261			
10-11	201				132			
11-12	55				126			
A.M.								
12-1	29				111			
1-2	22				35			
2-3	20				38			
3-4	11				20			
4-5	12				17			
5-6	46				39			
6-7	244				136			
TOTAL	5163✓				8098✓			
GRAND TOTAL			13261 TOTAL					

I need a 4-6 obs. of S.B.
74th N. of Halsey split as shown



① Right Turn

② " " after Trying To Turn
Left & giving up.

③ Left Turn & how long waited.

Done 5/9/80 BE

Day FRIDAY

1/9/80 (4:6PM) LEFT TURNS FROM NE 74th AVE S/BQ to HALSEY ST

ARRIVAL TIME	TURNING TIME	WAITING TIME (SECS)	
4:02:20	4:02:29	09	
4:04:36	4:04:41	05	
4:07:31	4:07:37	06	
4:08:35	4:09:03	28	
4:09:40	4:10:00	20	
4:10:50	4:11:02	12	
4:12:30	4:12:55	25	
4:13:35	4:13:45	10	
4:14:35	4:14:39	4	
4:15:10	4:15:40	30	
4:15:15	4:15:52	37	
4:20:25	4:20:30	5	
4:24:20	4:24:50	30	
4:24:25	4:24:53	28	
4:27:15	4:27:43	28	
4:27:50	4:28:12	22	
4:28:25	4:28:56	31	
4:32:03	4:32:40	37	
4:36:55	4:37:57	62	
4:38:12	4:38:17	5	
4:38:20	4:38:45	25	
4:38:53	4:39:09	16	
4:40:07	4:40:38	31	② turned right
4:44:02	4:44:21	19	② " "
4:48:15	4:48:52	37	
4:49:00	4:49:35	35	
4:48:28	4:49:31	63	
4:56:10	4:56:30	20	
4:58:00	4:58:15	15	

ARRIVE
@ HALSE

ELAPSED
TIME

4:59:20	4:59:38	18	
4:59:32	4:59:50	18	
<u>4:59:53</u>	5:00:18	25	② turned at.
5:00:12	5:00:50	38	
5:01:35	5:02:02	27	
5:02:15	5:03:07	52	
5:03:09	5:03:45	36	
5:06:34	5:07:02	28	
5:09:22	5:09:36	14	
5:11:23	5:11:55	32	
5:12:16	5:12:42	26	
5:13:20	5:13:30	10	
<u>5:14:40</u>	5:14:47	7	
5:15:41	5:15:50	09	
5:16:46	5:18:00	74	
5:16:53	5:18:16	83	
5:19:30	5:20:	42	②
5:21:15	5:21:46	31	
5:21:43	5:22:00	17	
5:22:08	5:22:18	10	
5:22:45	5:23:00	15	
5:23:02	5:23:09	7	
5:23:25	5:23:50	25	
5:23:38	5:24:04	26	
5:24:43	5:25:18	35	②
5:26:47	5:26:52	05	
5:27:00	5:27:23	23	
5:27:47	5:27:53	06	
5:28:54	5:29:22	28	

ARRIVAL TIME	TURNING TIME	ELAPSED TIME
5:31:12	5:32:00	48
5:32:28	5:32:50	22
5:32:45	5:33:09	24
5:33:00	5:33:45	45
5:34:10	5:35:13	63 (2)
5:39:00	5:39:24	24
5:39:05	5:39:34	29
5:39:36	5:40:07	31
5:42:53	5:43:05	12
5:43:48	5:44:13	25
<u>5:44:36</u>	<u>5:44:48</u>	<u>12</u>
5:46:39	5:47:46	67
5:48:24	5:48:55	31
5:50:39	5:51:07	28
5:50:47	5:51:53	06
5:53:49	5:53:58	09
5:55:19	5:55:25	<u>06</u>

1,958" total waiting time
 76 vehicles turned left
 25.76 secs. average waiting time)

Delay seconds

10 or less = 17
 10 TO 20" = 14 = 13% Total = 76
 21 TO 30" = 22 = 29%
 over 30" = 23 = 30%

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

COLLISION DIAGRAM

LOCATION N.E. 74th & Halsey

COMPILED BY J. Mason

PERIOD COVERED 1/1/75

TO 12/31/79

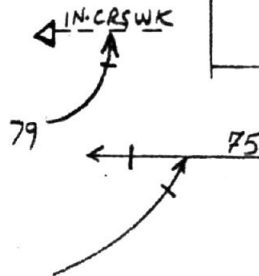
DATE 2/27/79

UPDATE 6/4/80 BE

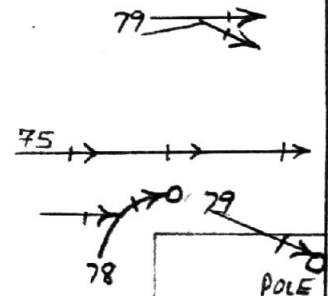
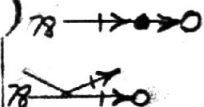
LEGEND

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

N.E. 74th Ave.



N.E. Halsey St.



- ← Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- ← Vehicle Backing
- Properly Parked
- ▣ Improperly Parked
- ↗ Vehicle Overturned
- ↘ Vehicle Skidded

N.E. 74th Ave.

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