

VISA    MASTER CHARGE  
BUY - SELL - TRADE

**THE SMITHS  
INTERSTATE TRADERS**

6403 N. INTERSTATE  
PORTLAND, ORE. 97217  
ACROSS FROM SAFEWAY

**503-283-1523**

DEPRESSION GLASS - FURNITURE  
COLLECTABLES - ETC.

long ways off. It really  
hurts our business. we  
would appreciate it very, very  
much if this could be changed.  
we have talked to some of  
the Safeway employees about  
parking in their own lots which  
they have a large one on both  
sides of their store but they  
have informed us we don't  
own the street - Right -  
we don't.

Thank you very much  
Dazel & Charles Smith  
6403 N. Interstate  
Portland, Ore. 97217  
Ph 283-1553

TR # 10448

WO # 22722

10-6-80 Interstate

Bureau of Traffic

Engineering

317 S.W. Alder

Portland, Or. 97204

Jeff

We would like very much to have parking time limited to  $\frac{1}{2}$  hr, 1 hr. or 2 hr. we own Interstate, a second Hand Store, on the corner of Interstate & Highland, we also own lots on South side of Highland & Interstate. The lots are unimproved & we can't use them as parking but there is two parking places by them & about 4 parking places along our property on the store side.

RECEIVED

OCT 7 1980

BUREAU OF  
TRAFFIC ENGINEERING

almost every day the Safeway employees across the street to the up nearly all the parking for all day. Our customers have to park a

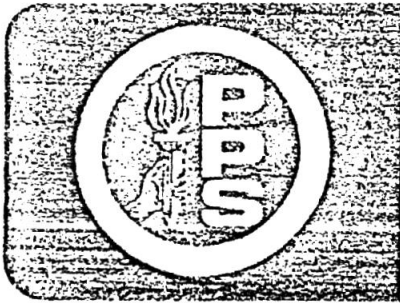
TC # 10448  
CO # 22722

Chester + Hazel Smith  
6403 N. Interstate  
Portland, Ore 97217



Bureau of Traffic Engineering  
317 J. W. Alden  
Portland, Oregon  
97204

Interstate



# PORTLAND PUBLIC SCHOOLS

501 N. Dixon St. / Portland, Oregon 97227  
Phone: (503) 249-3307  
Mailing Address: P.O.Box 3107 / 97208

PORTLAND PUBLIC SCHOOLS POLICE



Leonard W. Schmurr  
Chief

November 3, 1980

Mr. Cliff Knutsen  
Traffic Engineer  
420 S.W. Main  
Portland, OR 97204

RE: Education Service Center  
501 N. Dixon

Dear Cliff;

(OF 10-31-80)

This note confirms our telephone request for a change of plans for the removal of parking spaces on N. Interstate on the North sides of our driveway exits.

Presently it appears that we should adopt a one-way pattern which provides for "Entrance only" at the South driveway and "Exit only" at the North driveway for traffic entering and leaving our lower level parking facility. To increase the sight clearance on the North driveway maximum space should be provided to the South, so on-coming traffic may be seen by persons entering Interstate Avenue from below street level.

On our original request we asked for consideration of establishing some short-time parking on North Hancock on the South side of the street adjacent to the E.S.C. This would still be very helpful.

For contacts concerning these requests any of the following persons are available: Sgt. Don Eilert, Sgt. Steve Hollingsworth, or myself.

Sincerely yours,

Leonard S. Schmurr,  
Chief

RECEIVED

NOV 10 1980

BUREAU OF  
TRAFFIC ENGINEERING

LS/kb

11-5-80

In case you  
didn't receive  
the other  
gag  
me

TR # 3689  
WO # 22738





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Sincerely yours,

Leonard S. Schmurr,  
Chief

LS/kb

TR# 3689  
WO# 22738

C. J. MASCO	
TO:	NICKI
Date:	11-24-80
Assign To:	CLIFF
Refer To:	
Return To:	
Discuss With Me	
Please Handle	X
For Your Info,	
Prepare Answer	
Please Respond	

RECEIVED

NOV 13 1980

BUREAU OF  
TRAFFIC ENGINEERING

*Interstate*

September 3, 1980

MEMORANDUM

TO: Wally Roeder Z.G.F.

FROM: Dick Speer

SUBJECT: Kaiser Hospital Complex - N. Interstate Avenue

As requested, we have reviewed the problems mentioned at our meeting last week.

- Northbound left turn lane for N. Interstate at Clinic driveway.  
This refuge lane is presently marked and probably will not require any change.
- Crosswalk north side of driveway.  
This crosswalk is presently marked and is equipped with overhead illuminated signs.
- Median island for crosswalk location.  
Presently there is a refuge lane for left turns from N. Fremont (bbectlinichdriveway) for vehicles heading north on Interstate Avenue. This lane would be eliminated with a median island for pedestrian refuge. We feel the refuge island is a better use of this space. One problem is that the median island cannot extend too far south because of the left turn movements to N. Interstate Avenue.
- Reverewidened median on Interstate.  
We have no objection to the idea of extending this median for the purpose of plantings, etc. There is the possibility, however, that the Park Bureau may object to parking removal on the west side of N. Interstate Avenue adjacent to Overlook Park.
- Revere Street Access.  
A one-way eastbound operation on Revere Street appears to be the safest design for this movement.  
A Cul-de-sac could be designed at the south end of N. Montana Avenue to serve as a turn around area.

*Zimmer, Gensul + Frasca  
711 S.W. Oak Street  
97204*



• Bus Bays.

There presently is a bus bay on the west side of N. Interstate Avenue for southbound. It is recommended that a bus bay be developed on the east side of N. Interstate Avenue for northbound.

RCS:ah



Mr. Magin

Enclosed is a revised detail for  
th Northwest driveway which you questioned.  
This should give any vehicle ample room to t  
turn around on the property.

If you approve would you please forw  
ard the details to the building department.

Dick W Ebeling

Revised OK,  
signed bldg. plan  
w/ Mr. Ebeling

11:30 A.M., 5/28/80.

*Sam*

RECEIVED

MA - 28 - 1980

*nl*  
BUREAU OF  
TRAFFIC ENGINEERING

Printing FOR THE MINUTEMAN PRESS

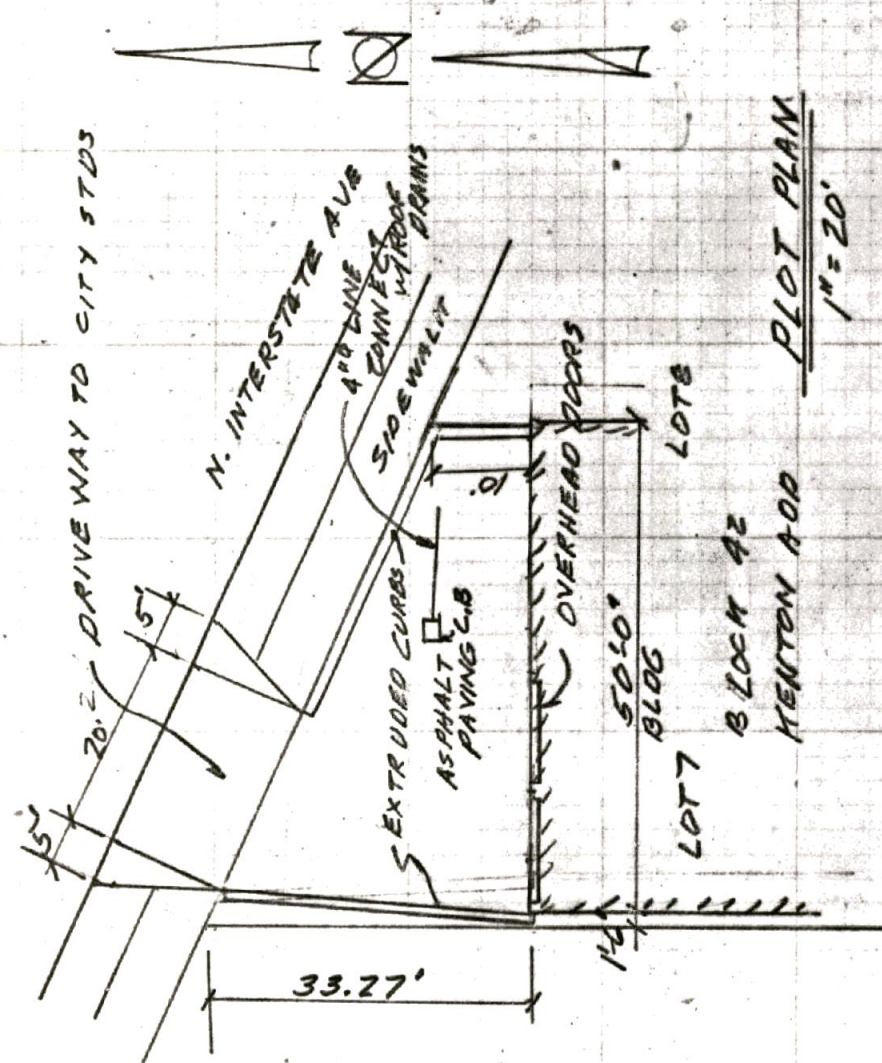


**MINUTEMAN  
PRESS** ®

9804 SHADY LANE  
TIGARD, OREGON 97223

503-620-5203

Interstate



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MAY 28 1980  
BUREAU OF  
TRAFFIC ENGINEERING

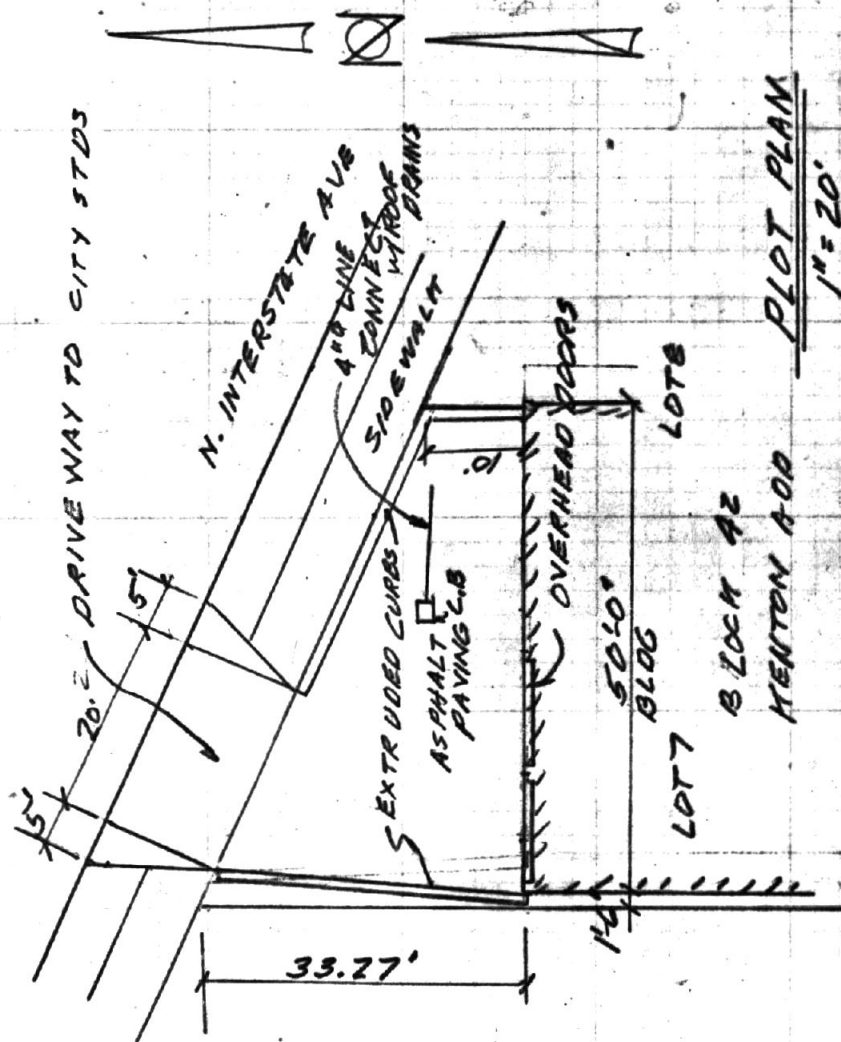
PLAN CHECK 1778

DICK W. EBELING INC.  
CONSULTING STRUCTURAL ENGINEER  
PORTLAND OREGON

SCOTT ESPEDAL  
8375 N INTERSTATE

ONE 5/16/80 10ft





PLOT PLAN  
1" = 20'

PLAN CHECK 1778

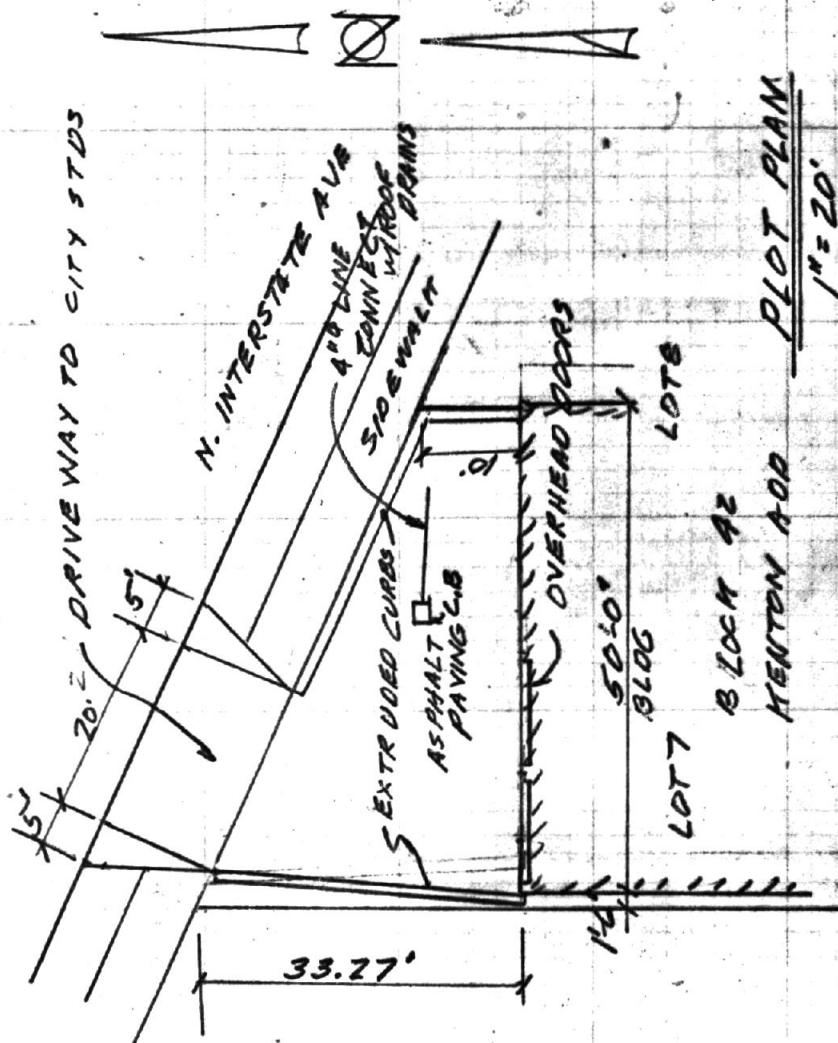
**DICK W. EBELING INC.**  
CONSULTING STRUCTURAL ENGINEER  
PORTLAND OREGON

SCOTT ESPEDAL  
8375 N INTERSTATE

ONE

5/16/80

1 of 1



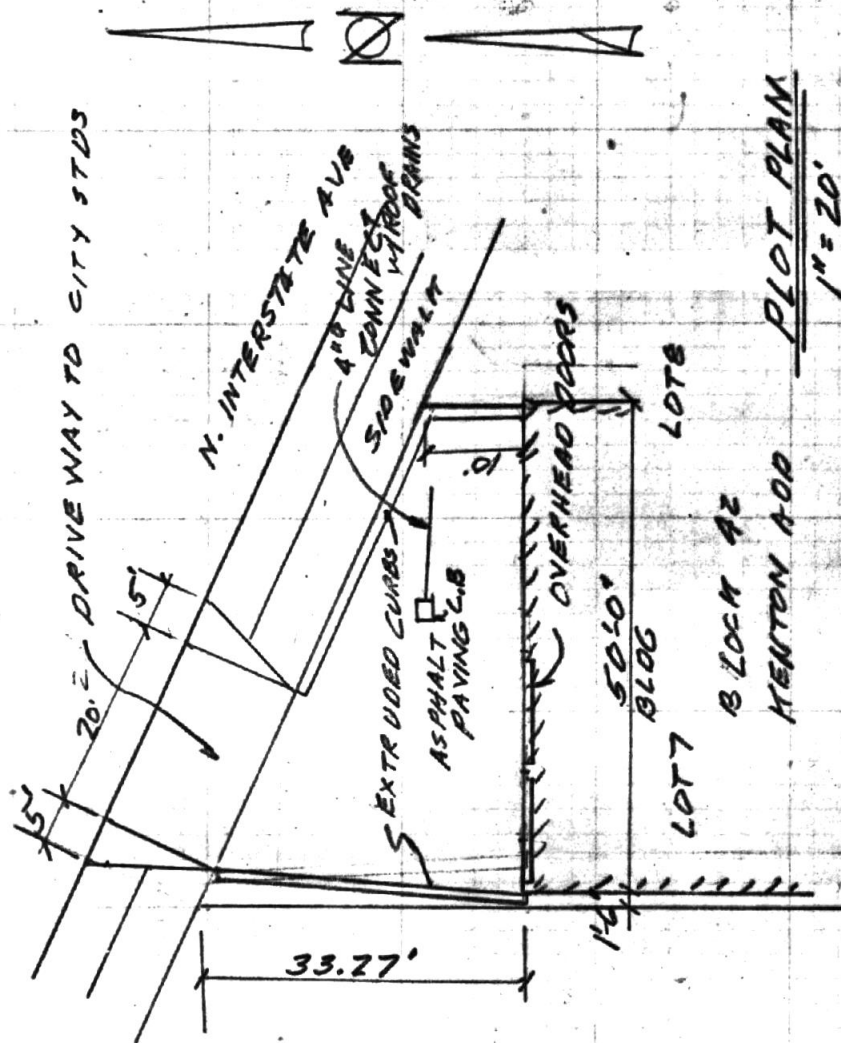
PLAN CHECK 1778

**DICK W. EBELING INC.**  
CONSULTING STRUCTURAL ENGINEER  
PORTLAND OREGON

SCOTT ESPEDAL  
8375 N INTERSTATE

ONE 5/16/90 10ft





PLAN CHECK 1778

**DICK W. EBELING INC.**  
CONSULTING STRUCTURAL ENGINEER  
PORTLAND OREGON

SCOTT ESPEDAL  
8375 N INTERSTATE

ONE

5/16/00

10/1



**TRAFFIC ACCIDENT REPORT - POLICE**  
STATE OF OREGON ☐ FATAL ☐ INJURY ☐ PROP. DAMAGE

Case No. *80 27798*

Classification: *DUII / Tral Acc (211)*

1. ACCIDENT INVOLVED:  
☐ Animal ☐ Other  
☐ One Other MV ☐ Other  
☐ Two or More MV's ☐ City, County, State  
☐ Pedestrian ☐ Property Damaged  
☐ Motorcycle ☐ Describe:  
☐ Bicycle/Tricycle  
☒ Fixed Object  
☐ Non-Collision *041, 041*

COMPUTER ENTRY:  
Persons ☐ Booking ☐  
Vehicle ☐ LEADS ☐  
Crime ☐ NCIC ☐  
Property ☐

Distribution:  
*1-DMV*  
*2-Tral*  
*1-Tral Eng.*  
*1-Eckton*  
*(5)*

2. Date Occurred *04-22-80* 3. Time Occurred *10:55* ☐ AM ☒ PM

4. Reported Date *04-22-80* 5. Reported Time *11:12* ☐ AM ☒ PM

6. Location of Occurrence (Route No. or Name) *NORTH INTERSTATE*

7. At Intersection of (Route No. or Name) *N*

8. If not at Intersection ☐ Feet (Intersecting highway or street, landmark or house no.) *309* ☐ Miles ☐ N ☐ S ☐ E ☐ W *N. MORRIS*

9. Mile Post 10. N S E W Miles ☐ ☐ ☐ ☐ of Nearest City

INJURY CODE:  
(Mark the first one that applies)  
K - DEAD BEFORE REPORT MADE B - NONINCAPACITATED - Lump, Abrasions, Cuts  
A - INCAPACITATED - Unconscious, Could not walk, Broken or distorted limbs, severe lacerations, etc.  
C - POSSIBLE - Momentary Unconsciousness, pain, nausea, limping  
D - NO APPARENT INJURY

SEAT BELT CODE: None Installed - O, Lap Installed - L, Shoulder Installed - S, Airbag Installed - A

Sex Race D.O.B. Seat Belt X E.J. Inj.

**UNIT No. 1 - MOTOR VEHICLE**

11. FULL NAME (Last) (First) (Middle) *BANK GARY MERRILL* Computer # *12. Address* *3934 SE TAGGART*

19. Operator License No. *1299486* 20. Issuing State *ORE* 21. Type (Specify) *DRIVER* 22. Residence Phone *236-9889* 23. Business Phone *Unk.*

24. Occupant's Name Computer # 25. Address and Phone

26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47.

48. Owner's Name and Address *OWNED BY DRIVER* 49. Odometer Reading *UNK* 59. Damage Scale *FD-6* 60. Damage Sustained: Sketch damage to Motorcycles, Trailers, etc.

50. License No. *FEB 29* 51. License State *ORE* 52. License Year *1981* 53. Veh. removed by/to *Garlock tow to lot*

54. Vehicle year *1970* 55. Make *DODGE* 56. Model *PART* 57. Body Style *WDR* 58. Color *GRN*

Is Vehicle Drivable? ☐ Yes ☒ No

**UNIT No. 2 - MOTOR VEH., PED., OTHER**

61. FULL NAME (Last) (First) (Middle) *STRUCK metal light pole* Computer # *62. Address* *W*

69. Operator License No. *W* 70. Issuing State *W* 71. Type (Specify) *A* 72. Residence Phone *W* 73. Business Phone *A*

74. Occupant's Name Computer # 75. Address and Phone

76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97.

98. Owner's Name and Address *City of Portland Stanton yard* 99. Odometer Reading *W* 109. Damage Scale *W* 110. Damage Sustained: Sketch damage to Motorcycles, Trailers, etc.

100. License No. *W* 101. License State *W* 102. License year *W* 103. Veh. removed by/to *W*

104. Vehicle year *W* 105. Make *W* 106. Model *W* 107. Body Style *W* 108. Color *W*

Is Vehicle Drivable? ☐ Yes ☐ No

111. Actions Taken (Citations, etc.) *Col # 2048104 To #1 DUII* 112. Primary Cause *Careless Driving* 113. Secondary Cause *DUII*

Reporting Officer(s) *Barker # 94* Prec./Div *1* Relief/Shift *N* Assn./Dist *380* R/C Times *2312* ARR *2320* CLR *2345* Approved by *RA*



|  |   |  |   |                |   |                    |
|--|---|--|---|----------------|---|--------------------|
| 114. Weather (x) one   | 115. Road Cond. (x) one   | 116. Light Cond. (x) one   | 117. Skidmarks to Impact (ft.)<br>Distance Travel'd after impact (ft)<br>Stated spd. before Impact (MPH)<br>Designated speed for area (MPH) | Unit 1 Unit 2  | 118. Traffic Control Devices  | FIRST AID GIVEN BY |
| <input checked="" type="checkbox"/> CLEAR<br><input type="checkbox"/> RAINING<br><input type="checkbox"/> SNOWING<br><input type="checkbox"/> FOG<br><input type="checkbox"/> CLOUDY<br><input type="checkbox"/> OTHER | <input checked="" type="checkbox"/> DRY<br><input type="checkbox"/> WET<br><input type="checkbox"/> SNOWY<br><input type="checkbox"/> ICY<br><input type="checkbox"/> OTHER | <input type="checkbox"/> DAYLIGHT<br><input type="checkbox"/> DAWN or DUSK<br><input type="checkbox"/> DARKNESS/Lighted<br><input type="checkbox"/> DARKNESS/Unlighted<br><input type="checkbox"/> OTHER | 0<br>103<br>35  | 0<br>103<br>35 | <input type="checkbox"/> YES<br><input checked="" type="checkbox"/> NO<br>Describe: | Refused<br>Refused |

|            |                        |                                 |
|------------|------------------------|---------------------------------|
| WITNESSES: | NAME                   | RES. ADDRESS & PH.              |
|            | Montgomery, Devin Paul | 3242 SE. Roswell Milwaukee, One |
|            | NAME                   | RES. ADDRESS & PH.              |
|            | 80' 27798              | 654-6305                        |

|  |   |
|--|---|
| DRAW SKETCH:<br>INDICATE NORTH<br>(By Arrow) | NARRATIVE: (Indicate Vehicle, Check) USE EXTRA PAGE IF NEEDED |
|--|---|

☒ 12' 1/2 PH  
☒ 30' NW N<sup>th</sup> Morris  
☒ 3' E of E of Interstate

#1 WAS IN MILD SHOCK,  
 FROM NUMEROUS JUMP CUTS. HE SAID THAT  
 HE WENT BACK  
 SINCE WHAT HAPPENED

Witnesses: STATED THAT HE  
 EXCEEDED VEH #1 NORTH  
 - BOUND ON INTERSTATE  
 FROM MORRIS AT  
 FIRST RATE OF SPEED,  
 CARRYING ALL FOUR PASSENGERS.  
 Suddenly, vehicle struck East End  
 of Interstate, jumped the curb,  
 throwing up onto the embankment,  
 and started a small fire, and  
 the other cars in vicinity when  
 accident happened.

NORTH BOUND LANE  
 INTERSTATE  
 N MORRIS

*Interstate*

February 1, 1980

Mr. Jon Rose  
Federal Aid Engineer  
Oregon State Highway Division  
5821 N.E. Glisan St.  
Portland, Oregon 97213

Subject: Request to Use City Forces for the "Signal  
Replacement at N. Tillamook & Interstate"  
Project.

Dear Mr. Rose:

Enclosed is the cost estimate and 6 copies of force order for replacement of the traffic signal at N. Interstate and Tillamook St.

The City believes it is in the public's interest to make this replacement with city forces for the following reasons:

1. This intersection is presently interconnected with a complex railroad preemption involving one other intersection. The coordination between these two signals during preemption is necessary for proper operation of the system. City crews are familiar with this system and there is less possibility of incorrect wiring which could cause a hazardous signal display or a system malfunction.
2. It is in the public interest that this replacement be completed as soon as possible to reduce the possibility of failure of this signal due to shorting cables and other control equipment failure.



Signal Replacement  
February 1, 1980  
Page 2

In compliance with ORS 279.023, the City has made cost estimates which indicate that this replacement can be made by City crews at a cost of \$33,575, as compared to an estimated contract cost of \$47,580. The City will keep a full, true, and accurate account of the costs of performing this work.

The City will be performing preliminary and construction engineering at an estimated cost of \$1,870. The remainder of the engineering shown in our application would be for state monitoring of the project.

Sincerely,

James K. Wilson  
Sr. Traffic Engineer

JKW:mc

Enclosure

May 30, 1980

John Glenn Ins. Adj.  
5319 S.W. Westgate Drive  
Portland, OR 97221

To Whom It May Concern:

Regarding the operation of the traffic control signals at the intersection of N. Interstate Avenue and N. Lombard Street on April 24, 1980, our records show the following:

For vehicles north and south bound on N. Interstate -

GREEN - 16.2 Seconds  
YELLOW - 3.0 Seconds  
RED - 40.8 Seconds

For pedestrians north and south bound across N. Lombard -

WALK - 9.0 Seconds  
WAIT - 51.0 Seconds

For vehicles north bound turning west, and south bound turning east from Interstate to Lombard -

GREEN LEFT ARROW - 10.2 Seconds  
YELLOW - 3.0 Seconds  
RED - 46.8 Seconds

For vehicles east and west bound on N. Lombard -

GREEN - 23.4 Seconds  
YELLOW - 3.0 Seconds  
RED - 33.6 Seconds  
RED

For pedestrians east and west bound across N. Interstate -

WALK - 15.6 Seconds  
WAIT - 44.4 Seconds

John Glenn Ins. Adj.

May 30, 1980

Page 2

The pedestrian "walk" signal starts simultaneously with the vehicle green signal for the corresponding direction.

The entire cycle or one complete change requires 60.0 seconds.

There is a period of 1.2 seconds "red" for all vehicles immediately following the yellow indication for east and west bound vehicles.

There was no trouble reported at this intersection on April 24, 1980.

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



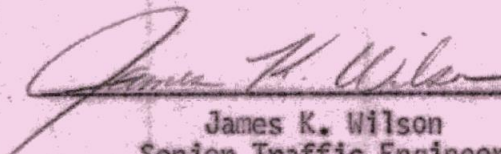
Dean L. Franklin  
Signal Engineer

DLF/as

Subscribed and sworn to before me this 30th day of May 1980.

Notary Public for Oregon  
My commission expires May 15, 1984.

APPROVED:



James K. Wilson  
Senior Traffic Engineer



May 22, 1980

Our File No. P0360

Mr. Don Bergstrom  
317 S. W. Alder St.  
Room 301  
Portland, OR 97204

Insured: In-Mar Sales, Inc.  
Claimant: Charles B. Saucy  
D/L: 4-24-80  
Policy No.: CP 823816

Gentlemen:

We would like a time sequence exam of the traffic control signals, including the Walk and Wait signals at the intersection of N. Lombard and N. Interstate. We would also like the width of the two roads at this intersection.

I enclose a charge of \$7.50 and a return envelope for your convenience.

Very truly yours,

JOHN GLENN INSURANCE ADJUSTERS

*Dennis O'Leary*

Dennis O'Leary

DOL:lp  
Enclosures

P.S. Would you also please advise if there was any malfunction of the signals on April 24th when this accident occurred?

Dennis O'Leary

*(Check in Jerry's desk)*

RECEIVED  
MAY 23 1980  
BUREAU OF  
TRAFFIC ENGINEERING



OAKLAND

PORTLAND

OFFICES  
IN

SAN RAFAEL

SAN JOSE