North Going Street widening project

Neil E. Goldschmidt

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June 15, 1974

Simon G. Stanich
Chairman, Overlook
Neighborhood Sub-Comm.
2027 N. Skidmore Crt.
Portland, OR 97217

Dear Mr. Stanich:

Thank you very much for your letter following the conclusion of the Council consideration of the Going St. widening project. I must say that the neighborhood did an excellent job in presenting its concerns and making its case. Apparently, the idea of creating a working committee to arrive at an agreeable compromise solution was a worthwhile undertaking, particularly considering the results produced.

I appreciate your personal effort in this controversy and the participation of your neighbors in making their feelings known and then working to resolve the situation.

Sincerely,

Neil Goldschmidt

NG:awr
June 5, 1974

Mayor Neil Goldschmidt  
City of Portland  
1220 S. W. Fifth Ave.  
Portland, Or, 97204  

RE: Going Street Widening Project  

Dear Mayor Goldschmidt:

This time I have no complaints on the outcome of the council meeting on June 5, 1974. We had marshalled our forces to strike with a multitude of testimony and resource people but everyone on the council was so agreeable that we were caught off guard and had to frantically discuss what to delete! It was very enjoyable to know we could delete our testimony and at the same time realize all our hard work was to good advantage.

Thank you very much for your efforts on our behalf.

I will now see that my brother treats you right on the hamburgers. As a matter of fact, I might even cook it for you personally. Since I helped start his food business, I too know how they are made.

Please note the change in name of our sub-committee!

Sincerely,

Simon G. Stanich  
Chairman, Overlook Neighborhood Sub-Comm.  
2027 N. Skidmore Crt.  
Portland, Or, 97217

P.S. Bonner is a pretty good guy - maybe you ought to reconsider & let him keep his job - I think I would.
On May 1, 1974 city council continued consideration of the N. Going St. widening project until June 5, 1974 with the instruction that the "Office of Planning and Development should be directed to investigate both short and long term solutions to the Swan Island access problems with an emphasis on reducing the environmental problems along North Going. The designation of an exclusive transit lane and other non-transit incentives aimed at reducing traffic should have a high priority." (emphasis mine)

Since that time, 3 meetings have been held in the North Going St. area, attended by citizens of the N. Going St. area and North Portland as well as representatives of the (Bureau of Neighborhood Environment, Planning Bureau, Traffic Enquiry, City Engineer, etc.)
Highway Division, Port of Portland, and Freightliner Corporation and DEQ. A number of alternatives were explored, issues were discussed at some length, analyses of some proposals were completed. The following program of improvements to North Going St. and measures necessary to secure some improvement in the environmental impacts of North Going are an outgrowth of these discussions and are presented as my recommendations to the City Council. It should be understood that consensus is not complete in these recommendations. I am willing to alter any of these recommendations, I will leave it to those not in agreement to make their own.
The Problems

As development proceeds on Swan Island, average daily and peak hour traffic on No. Going St. has increased commensurately. This increase has spawned several bottlenecks—at Basin Ilagom, at No. Greeley and Going, and at I-5 and Going. A committed future development will aggravate these peak hour bottlenecks. The present improvement under contract was designed to alleviate some of this congestion, maintain a minimum level of service to Swan Island in the face of increased employment in the near future.

Associated with the increased traffic—in addition to the peak hour congestion—has been a serious reduction in the environmental quality of the neighborhood surrounding North Going. Noise pollution problems (in large part as a result of
truck movement on and off the island) and pedestrian safety problems are of immediate and priority concern among the residents. Sound level recordings by both DEQ and the Portland Bureau of Neighborhood Environment indicate levels as much as 15 dBA above accepted standards. Trucks pose a special noise problem, and their operation at all hours of the day and night is particularly aggravating. The location of Pope John and Beach Schools with respect to their enrollment also assures that school children must cross both Interstate and Going at several points. The speed and alleged carelessness of drivers—in vehicles often very close to pedestrian— is of particular concern to residents of the neighborhood.
II. Improvement of North Gaig St.

Two alternatives present themselves. The State Highway Division has proposed a shift in the right-of-way south from that originally proposed (and under contract) in order to maintain existing sidewalk widths on the north side of North Gaig. This shift will require an estimated $250,000 addition to the cost of the project, but will provide 6 lanes from Interstate Ave. to Swan Island. Peak hour capacity will be increased by an estimated 25% from ___ vehicles per hour to ___ vehicles per hour. Present and committed future development of Swan Island could proceed without serious reduction in the level of service provided by the facility. Future development of the 150 acres in Maps Bottom could only be sustained by drastic shifts in
the use of automobiles by Swan Island employees—partly through limits to parking on Swan Island, partly through use of some of the Going St. lanes as exclusive transit or car pool lanes. If reversible lanes were used for exclusive transit or car pool lanes, the peak hour capacity of the facility would increase by an estimated ___%.

An alternative improvement would increase the peak hour capacity of No. Going St. without widening between Gresham and Interstate. Reversible lane would be established over this section, 3 lanes of traffic open to outbound traffic in the morning and 2 lanes of traffic in the opposite direction. ___ the evening rush hours, the opposite would be established by signal accomplished. The capital cost of this system would approximate $200,000, most of the
Signals and traffic control capital costs would be much less if only the middle of the five lanes were signalized and these signals supported by cable rather than sign bridge.

Considering the [illegible text]

No. 405 St. Intersections could not be accommodated in volume of Movs. Bottom land could not be accommodated except the volume in present and committed future developments on Swan Island and reversible lane system would increase peak-hour capacity by 5000 per hour in each direction.

This kind of [illegible text] operating and maintenance of

The intervals per year and mainly incurred for power plant equipment. **approx.**
comparable reversible lane situation is at least as good, if not better than the accident rate on other arterials in the system. The fatality rate in Seattle during the six years 1967-1972 was 2.5/100 million vehicle miles compared to 3.7/100 million vehicle miles on other parts of the regional system. Neither Detroit nor Toronto had any recorded fatalities on their reversible lane facilities.

The advantage

The advantages of maintaining the present roadway while increasing its peak-hour capacity are mainly in its efficiency—doing more with what we have. The disadvantage is that the provision of exclusive transit or car pool lanes in such a facility would seriously diminish the capacity of the No. 57, or in the absence of discrimination to auto use.
II. Measures to Reduce Traffic on No. Going St.

The environmental effects of noise and air pollution can only be ultimately reduced by a reduction of traffic on No Going St. Control of emissions at the source is a long-term solution to the air pollution levels. Control of noise, though, cannot realistically be accomplished at the source nor through the use of barriers or other systems.

Reducing Truck Traffic on No. Going St.

Truck traffic is a major source of the noise pollution. The Task Force looked at alternative truck routes into and out of Swan Island, particularly those to the south away from residential neighborhoods. The only route south which seemed possible without additional, and probably costly, improvements to the existing
street and highway system, was a route going south on
Goodyear and Interstate to the Broadway-Haridale intersection
with I-5. Trucks going south along this route would
spend approximately — minutes a trip more than their
present route on Going to I-5. Trucks going north
would spend approximately — minutes a trip more than their
present route on Going to I-5. Aside from the time lost,
it was felt by the State and City Traffic Engineers that
the Broadway-Haridale intersection was already overloaded and
that additional truck traffic would only complicate this
already bad condition — particularly at peak hours.
At other than peak hours, however, trucks could be
directed through this interchange to I-5 and destinations
north and south.
It is, then, recommended that Council adopt the No. 1026
Inter-state route to the Broadway-Woodburn interchange with I-5
as a truck route for all trucks entering or leaving Swan
Island between the hours of 10:00 p.m. and 6:00 a.m.

In addition to the establishment of a truck route
for night hours, it is recommended that Council request
the Port of Portland not to engage in any further
development of Swan Island which would increase the
need for truck movement into and out of the Island
over No. Going or any other residential street. It is
also recommended that the City Council request the Port to
use its good offices to request that present users of Swan
Island direct their trucks to a southern route off the
island and a connection with I-5 south of the Fremont Bridge.
Reducing Auto Traffic on No. Going St.

Reducing automobile traffic on No. Going St. is essential to both improving access to Swan Island and alleviating environmental problems. In this respect, it is clear that no substantial reduction in peak hour traffic to Swan Island will occur without strong and consistent disincentive to auto use practiced by Swan Island users voluntarily or imposed upon them by City or State regulatory bodies.

Voluntary efforts are best exemplified by the program conducted by Freightliner. Both car pooling and express transit are being used by this firm and the reduction in peak-hour traffic as a result has been measurable. Similar efforts on the part of other individual firms will require some leadership. It is
therefore recommended that City Council request the Port of Portland to assume such a leadership role—in particular, to use its good offices to design, finance and implement two major programs. The first program would be a service to Swan Island users in the form of a suggested car pooling program (for individual firms—especially the larger ones). Design and testing of such a program (taking advantage of Frequentliner experience) along with selling the benefits of a proposed program (both to the firms and to the public at large) could result in some reduction in peak hour traffic.

The Port could also as a second program to lead, design and sell a rapid park and ride facility beneath the Fremont Bridge ramps and instructed to intercept cars heading for Swan Island from the south. The number
of cars that could possibly be parked in that area is not great — some estimates place the maximum at 800. There may also be problems with ongoing maintenance and security of the parking facility as well as uncertainty as to Metro’s willingness to operate shuttle buses on a long-run basis.

A sincere and informed effort to bring about a successful park-and-ride program of this kind, though, is needed. The Port’s leadership in this effort would be crucial.