

MEMORANDUM

January 8, 1975

TO: DOUG WRIGHT

FROM: STEVE DOTERRER ^{SD}

RE: BUREAU OF PLANNING PRIORITIES FOR STREETS AND STRUCTURES
FAU PROJECTS, FY 76-77

In developing FAU project priorities, planning staff divided the projects into three groups:

1. Those ready for final design/construction: Columbia Blvd., Halsey Street, Grand Avenue and Front Avenue.
2. Those projects still under study: Basin/Going Streets; Greeley to I-5 ramps; Fremont Bridge ramps; 12/Sandy/Burnside; Terwilliger Bridge and Holgate Bridge.
3. Projects required for safety or structural soundness reasons: Holgate and Terwilliger Bridge.

Each of these projects was then studied in relation to the draft Arterial Streets Program Policies. The two bridge projects, listed in groups 2) and 3) were ranked assuming safety was not at issue. If safety is an issue (as it apparently will be with the Holgate Bridge) the the following priorities will change.

Bureau of Planning Priority:

1. Columbia Blvd. - this project is in complete agreement with the ASP, is ready for final design, continues an existing project and will provide access to a major industrial area, while relieving traffic growth on neighborhood collector streets.
- ✓ 2,3. Basin/Going and Greeley to I-5 ramps - these two projects are grouped together as they provide a solution to Swan Island access problems.
4. Fremont Bridge ramps - most of the alternatives so far considered do not fit with the draft ASP, but we think this issue should be resolved as soon as possible. We foresee less construction spending on this project than does the Streets and Structures Bureau.
5. 12th/Sandy/Burnside - We would like to have a decision on alternatives as soon as possible.

Because traffic volumes here have declined in the recent past and are projected by OSHD to continue that decline, we do not foresee large construction expenditures at this intersection.

6. Grand - This project is in conflict with the draft ASP, which proposes that Grand Avenue be a Major Transit Street. Increasing auto capacity by narrowing sidewalks is not an appropriate action for such a

street.

7. Halsey - This project, which proposes to make Halsey a 4-lane street from 70th to 80th, is also in conflict with draft ASP proposals that Halsey be classified as a minor transit/neighborhood collector street. Additionally, this project would likely encourage traffic and require the future widening of Halsey west of 70th, where it runs through an established residential area.
8. Front Avenue - This project does not conflict with the draft ASP, but problems in dealing with adjacent landowners make immediate execution unlikely.
- 9, 10. Terwilliger & Holgate Bridges - Any widening of these two bridges would be in conflict with the draft ASP proposals to classify both streets as neighborhood collectors. These widening projects, if undertaken, would likely require major street widening in the future.

On top of this priority array, bureau staff has suggested establishing a small projects and project development fund equal to 10-20% of F.A.U. funding. Projects for this fiscal year are described on the attached sheet "Integration of Neighborhood Requests into the C.I.P. Process." These projects were selected based on the neighborhood's own priorities. The first three, larger, projects were ranked priority 1 or 2 by their neighborhood groups. The pedestrian improvements groups contains all priority 1, 2, and 3 requests from the neighborhoods.

SD:ce

Attachments

Dirker

OREGON STATE HIGHWAY DIVISION

FILE: 74-5

INTER-OFFICE CORRESPONDENCE

December 30, 1975

Portland, OR 97213

FROM: ROBERT N. BOTHMAN *slm*
Ass't. State Highway Engineer

SUBJECT: Greeley/I-5 ramps

TO: MEMO TO THE FILE

Klaboe advised that the subject proposal, prepared by Versteeg,
has been submitted to the feds as a project for approval.

ebg


cc: Bill Dirker

cc JOHN LANG

RECEIVED
JAN 2 1976City of Portland
Bureau of Planning

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

December 18, 1975

From John M. Lang 
To Program Management
Addressed to Glen Pierce
Subject Greeley to I-5 Ramp FAU Project

RECEIVED
DEC 18 1975

City of Portland
Bureau of Planning

On Tuesday, December 16, 1975, Commissioner McCready, Bill Dirker, Transportation Coordinator, and myself went to Salem for the purpose of requesting from Governor Straub his support in requesting the Oregon State Highway Department to rescind their rejection of our application for FAU funds on the subject project. During our meeting with the Governor the Highway Department again reiterated their objections to the proposed design of the City connecting the proposed on-ramp to that existing stub of a ramp between the Fremont Bridge on-ramp and the Broadway Street off-ramp on the southbound I-5 lanes.

However, they proposed three other alternative designs, one of which looked good, and on concurrence from the City and Teamster officials who were in attendance, Governor Straub requested the Highway Department to pursue that alternative in order to complete its preliminary planning and submit to the Federal Highway Administration the plan for approval.

The alternate plan to be worked on in essence has a 360° ramp for an approach to I-5 from Greeley by connecting the ramp to the Fremont Bridge off-ramp to the I-5 freeway. The connection at this point, together with its circular design, allows both adequate truck entry speed on the Fremont Bridge off-ramp going to I-5 and eliminates the merging conflicts that the other ramp was involved with. The off-ramp design for the northbound I-5 lane again involves a circular, almost 360°, ramp leading down from the freeway to the Greeley-Interstate intersection.

State Highway officials indicated at this point their estimated cost of the two ramp project was \$3.7 million as compared to our estimated \$3-3.5 million project.

Memo to Glen Pierce
Page Two
December 18, 1975

At this point it appears that approximately in two weeks the OSHD will submit their proposal to the Federal Highway Administration people in this region for their approval and its subsequent review by the Federal Highway Administration authorities in Washington, D.C. In conversation with OSHD people after the meeting, it is their opinion that the Federal people will continue to have difficulty approving the plan because of potential capacity problems on the freeway itself.

It is suggested that you contact Bob Bothman late next week to follow the progress of the project.

JML:lr

cc: Commissioner McCready
Cowles Mallory
Jennifer Wilcox
Bill Lind
✓ Bill Dirker

12/8

TRACON - Semi @ 45000 LBS - 6? grade

0 - 15 mph - 0.7 mph/s = 21.4 sec to 15 mph.

15 - 30

23 mph max.

0 - 15 mph - LEVEL 2.0 mph/s

Relative speed P. 437

Lang, Bryson, Pierce, DOTTEN, Dinko 12/10

OLSEN, OSHD, - They ARE Designing Ramps. - Check 1 week
Then ADDRESS OTHER PROBLEMS

a. IS > System CAPACITY vs. Development.

b. NOISE, ETC. IMPACTS.

[11th Thurs. McCreary on CIP]

PLAN CAREFUL PRESENTATION Jim.

measure of the sluggishness of vehicle operation. Because weight is a rough indicator of resistance to motion, the higher the weight/horsepower ratio, the more sluggish the action of the vehicle. A low weight/horsepower ratio means high performance because it reflects a high ratio of power capability to travel resistance. Weight/horsepower ratios may be expressed in metric units as kilograms per metric ton.

It would be inappropriate to present in a handbook specific values of truck weight/horsepower ratios by vehicle class. Vehicle weight depends on the weight of the carried load which, for the larger trucks and truck combinations, can vary from zero to an amount equal to twice the vehicle's weight. Furthermore, the horsepower available for propulsion depends on engine condition and size, transmission arrangement, and engine speed. Additional information on the weight/horsepower ratio as a factor in highway design and vehicle operation can be found in the report of the 1948 study of truck operation on grades,⁴ in a 1955 report on climbing lane design,⁵ and in the *Policy on Geometric Design of Rural Highways*.⁶

ACCELERATION PERFORMANCE

Information on vehicle acceleration capabilities is needed for evaluation of minimum sight distance requirements for passing and for determination of minimum lengths of acceleration lanes at stop and yield signs and in interchanges. Normal roadway acceleration rates are a factor in designing cycle lengths of traffic signals, in computing fuel economy and travel time values, and in estimating how normal traffic movement is resumed after a breakdown in traffic flow patterns.

MAXIMUM ACCELERATION RATES

Typical maximum level road acceleration rates for several groupings of passenger cars and for typical weight ranges of pickup trucks, of two-axle, single-unit trucks, and of tractor semitrailer combination trucks are shown in Table 2.4 for standing starts to 15 mph (24 kph) and 30 mph (48 kph) speeds. Maximum level road acceleration rates for representative small, compact, intermediate, and large passenger cars, for pickup and two-axle, single-unit trucks, and for tractor semitrailer combinations at normal weights for 10 mph (16 kph) increases in speed at running speeds of 30, 40, 50, and 60 mph (48, 64, 80, and 97 kph) are given in Table 2.5. The values in Tables 2.4 and 2.5 are for typical vehicles manufactured since 1965.

Maximum acceleration rates for operation on a series of plus gradients are presented in Table 2.6. These data were developed from the values of Tables 2.4 and 2.5 by computation as noted in the footnotes to Table 2.6.

The relationships between distance traveled and speed achieved for automobiles accelerating at their maximum rate from standing stop are given in Figure 2.1 for operation on level road and on 6 percent and 10 percent grades. Data are for the composite car described in Tables 2.4, 2.5, and 2.6.

⁴ *Time and Gasoline Consumption in Motor Truck Operation*, Research Report 9-A (Washington, D.C.: Highway Research Board, 1950).

⁵ T. S. HUFF and F. H. SCRIVER, "Simplified Climbing Lane Design Theory and Road-Test Results," *Vehicle Climbing Lanes*, Bulletin 104 (Washington, D.C.: Highway Research Board, 1955).

⁶ *A Policy on Geometric Design of Rural Highways, 1965* (Washington, D.C.: American Association of State Highway Officials, 1965).

TABLE 2.4
Typical Maximum Motor Vehicle Acceleration Rates from Standing Starts for
Various Vehicle Types*

| Vehicle Type | Typical GVW | | Net Engine Propulsion Capability | | | | Typical Maximum Acceleration Rate on Level Roads† | | | |
|-----------------------------|-------------|--------|----------------------------------|-------|--------------------|-------|---|---------|--------------------|--------|
| | | | Given by Manufacturer | | At 15mph‡ (24 kph) | | To 15 mph (24 kph) | | To 30 mph (48 kph) | |
| | lb | kg | hp | rpm | hp | rpm | mphps | kphps | mphps | kphps |
| Large car | 4,800 | 2,177 | 350 | 4,400 | 60 | 1,420 | 10.0 | 16.1 | 7.0 | 11.3 |
| Intermediate car | 4,000 | 1,814 | 195 | 4,800 | 40 | 1,180 | 8.0 | 12.9 | 5.0 | 8.0 |
| Compact car | 3,000 | 1,361 | 120 | 4,400 | 32 | 1,490 | 8.0 | 12.9 | 5.0 | 8.0 |
| Small car | 2,100 | 952 | 42 | 3,900 | 17 | 1,900 | 6.0 | 9.7(2) | 4.0 | 6.4(3) |
| Composite car§ | 4,000 | 1,814 | — | — | — | — | 8.0 | 12.9 | 5.0 | 8.0 |
| Pickup truck | 5,000 | 2,268 | 125 | 3,800 | 30 | 1,300 | 8.0 | 12.9(3) | 5.0 | 8.0 |
| Two-axle, single-unit truck | 12,000 | 5,443 | 142 | 3,800 | 43 | 1,500 | 2.0 | 3.2(3) | 1.0 | 1.6 |
| Tractor semi-trailer truck | 45,000 | 20,411 | 175 | 3,200 | 140 | 2,660 | 2.0 | 3.2(3) | 1.0 | 1.6(4) |

*If transmission is other than highest gear (or is automatic), gear position is shown in parentheses for 0 to 15 mph in the To 15 mph column and for 15 to 30 mph in the To 30 mph column.

†These data were observed for vehicles used in the operating cost research study conducted for NCHRP Project 2-5A. They were not included in the report of that project (*Running Costs of Motor Vehicles as Affected by Road Design and Traffic*, NCHRP Report 111) since they were developed principally as part of the information needed for planning project activities.

‡Computed using typical graphs of engine speed vs. horsepower and known transmission and rear-axle ratios. The transmission and rear-axle ratios of the vehicles are given on pp. 7-8 of *Running Costs of Motor Vehicles as Affected by Road Design and Traffic*, NCHRP Report 111 (Washington, D.C.: Highway Research Board, 1971).

§The composite car represents the typical passenger car in traffic on American highways.

TABLE 2.5
Typical Maximum Motor Vehicle Acceleration Rates for 10 mph (16 kph) Speed Increases
at Various Running Speeds on Level Roads*

| Vehicles | Typical GVW | | Running Speeds† | | | | | | | |
|-----------------------------|-------------|--------|-----------------|-------|-----------------|-------|-----------------|-------|-----------------|-------|
| | | | 30 mph (48 kph) | | 40 mph (64 kph) | | 50 mph (80 kph) | | 60 mph (97 kph) | |
| | lb | kg | mphps | kphps | mphps | kphps | mphps | kphps | mphps | kphps |
| Large car | 4,800 | 2,177 | 5.0 | 8.0 | 4.0 | 6.4 | 3.0 | 4.8 | 2.5 | 4.0 |
| Intermediate car | 4,000 | 1,814 | 5.0 | 8.0 | 4.0 | 6.4 | 3.0 | 4.8 | 2.0 | 3.2 |
| Compact car | 3,000 | 1,361 | 4.0 | 6.4 | 3.0 | 4.8 | 2.2 | 3.5 | 1.1 | 1.8 |
| Small car | 2,100 | 952 | 2.0 | 3.2 | 1.2 | 1.9 | 0.7 | 1.1 | — | — |
| Composite car‡ | 4,000 | 1,814 | 4.7 | 7.5 | 3.8 | 6.1 | 2.8 | 4.5 | 1.9 | 3.1 |
| Pickup truck | 5,000 | 2,268 | 2.0 | 3.2 | 1.8 | 2.9 | 1.5 | 2.4 | 0.7 | 1.1 |
| Two-axle, single-unit truck | 12,000 | 5,443 | 1.0 | 1.6 | 0.6 | 0.9 | 0.2 | 0.3 | — | — |
| Tractor semi-trailer truck | 45,000 | 20,411 | 0.8 | 1.3 | 0.4 | 0.6 | — | — | — | — |

*Determined, given the maximum running speeds on particular grades developed in connection with the research for NCHRP Project 2-5A and reported in *Running Costs of Motor Vehicles as Affected by Road Design and Traffic*, NCHRP Report 111 (Washington, D.C.: Highway Research Board, 1971). This was done by computing the accelerations that can be achieved on level roads if the forces needed to overcome the resistances of the grades of the NCHRP study are used to produce acceleration.

†Transmission is in highest gear (or in automatic) except for the small car which is in second gear at 30 mph and in third gear at 40 and 50 mph, for the two axle, single-unit truck which is in third gear at 30 and 40 mph, and for the tractor semitrailer truck which is in third gear at 30 mph and in fourth gear at 40 mph.

‡The composite car represents the typical passenger car in traffic on American highways.

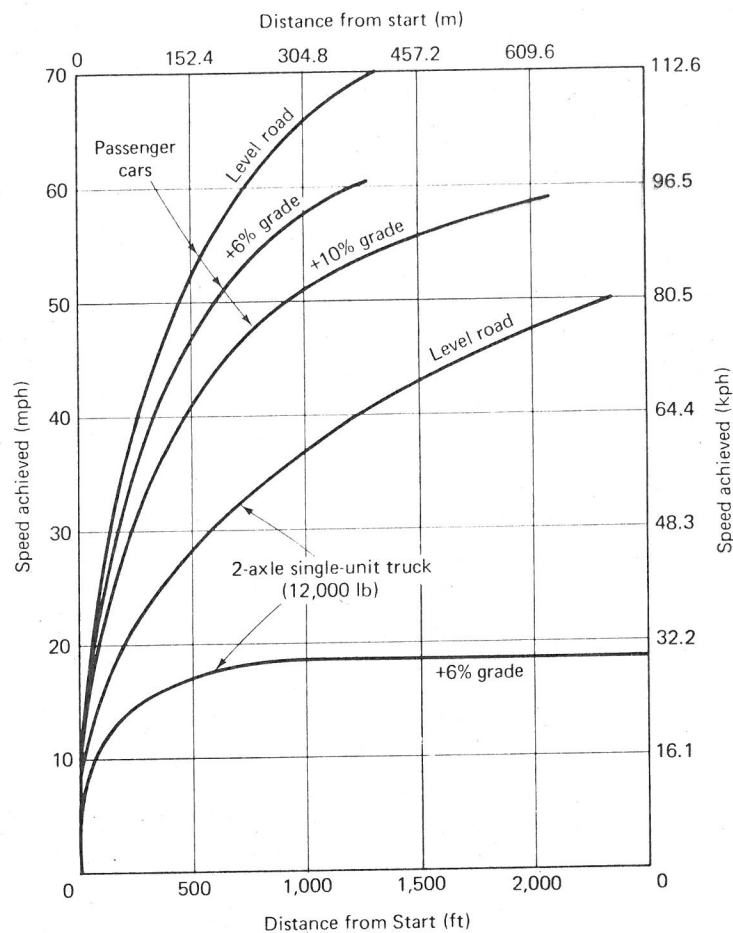


Figure 2.1. Speed-distance relationships observed during maximum rate accelerations. (Source: Tables 2.4, 2.5, and 2.6.)

Passing sight distances. Minimum passing sight distances on two-lane, two-way roadways are a function of maximum acceleration rates because the more quickly vehicles can accelerate while passing, the shorter the road length traversed during passing and the shorter the passing sight distance required. The minimum passing sight distances used for design are those recommended by the American Association of State Highway Officials shown in Table 14.5 (p. 612). The acceleration rates on which they are based are 1.40 mphps for an average passing speed of 34.9 mph, 1.43 mphps for 43.8 mph, 1.47 mphps for 52.6 mph, and 1.50 mphps for 62.0 mph.⁷ At locations where maximum acceleration rates differ from those on which the AASHO policy passing sight distances are based (i.e., on parkways limited to passenger cars only) minimum passing distances may be computed by using the formulas from the policy manual and the maximum acceleration rates given in Table 2.5.

⁷ *Ibid.*, p. 144.

TABLE 2.6
Typical Maximum Acceleration Rates of Representative Vehicles Operating
Upgrade on Various Grades*

| Gradient (%) | Vehicle Type† | | | | | | | |
|--------------------------------------|-----------------------------|---------------------|---------------------|---------------------|-----------------------------|---------------------|------------------------|----------------------|
| | Composite Passenger Car‡ | | Pickup Truck | | Two-axle, Six-tire Truck | | Tractor Semitrailer | |
| | 4,000 lb (mphps) | 1,814 kg (kphps) | 5,000 lb (mphps) | 2,268 kg (kphps) | 12,000 lb (mphps) | 5,443 kg (kphps) | 45,000 lb (mphps) | 20,411 kg (kphps) |
| Speed Change = 0-15 mph (0-24 kph) | | | | | | | | |
| 2 | 7.8 | 12.6 | 7.8 | 12.6 | 1.6 | 2.6 | 1.6 | 2.6 |
| 6 | 6.7 | 10.7 | 6.7 | 10.7 | 0.7 | 1.1 | 0.7 | 1.1 |
| 10 | 5.8 | 9.3 | 5.8 | 9.3 | (14) | (23) | (4) | (6) |
| Speed Change = 15-30 mph (24-48 kph) | | | | | | | | |
| 2 | 4.6 | 7.4 | 4.6 | 7.4 | 0.6 | 1.0 | 0.6 | 1.0 |
| 6 | 3.7 | 6.0 | 3.7 | 6.0 | 0.0 | 0.0 | (23) | (37) |
| 10 | 2.8 | 4.5 | 2.8 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| Speed Change = 30-40 mph (48-64 kph) | | | | | | | | |
| 2 | 4.2 | 6.8 | 1.6 | 2.6 | 0.6 | 1.0 | 0.3 | 0.5 |
| 6 | 3.4 | 5.5 | 0.7 | 1.1 | (30) | (48) | 0.0 | 0.0 |
| 10 | 2.5 | 4.0 | (30) | (48) | 0.0 | 0.0 | 0.0 | 0.0 |
| Speed Change = 40-50 mph (64-80 kph) | | | | | | | | |
| 2 | 3.4 | 5.5 | 1.4 | 2.3 | 0.2 | 0.3 | (45) | (72) |
| 6 | 2.5 | 4.0 | 0.5 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10 | 1.6 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Speed Change = 50-60 mph (80-96 kph) | | | | | | | | |
| 2 | 2.4 | 3.8 | 1.0 | 1.6 | (50) | (80) | 0.0 | 0.0 |
| 6 | 1.5 | 2.4 | 0.2 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10 | 0.6 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

*Computed, given the acceleration rates for level roads of Tables 2.4 and 2.5, by reducing the acceleration forces available on level roads by amounts equal to the corresponding grade resistances.

†Values given in parentheses in this table are typical maximum possible speeds in miles per hour (and kilometers per hour) for the given gradients.

‡The composite car represents the typical passenger car in traffic on American highways.

Normal acceleration rates. Observed normal roadway acceleration rates for passenger cars from standing stop to 15 mph (24 kph) and for 10 mph (16 kph) increases in speed at running speeds of 20, 30, 40, 50, and 60 mph (32, 48, 64, 80, and 96 kph) are given in Table 2.7. These acceleration rates were observed when drivers were not influenced to accelerate rapidly. They are typical of passenger cars starting up after a traffic signal turns green and those passing on four-lane divided highways. Observed normal deceleration rates of passenger cars are also given in Table 2.7.



OREGON STATE HIGHWAY DIVISION

December 4, 1975

Telephone 238-8226

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

BOB STRAUB
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

BILL DIRKER
Transportation Coordinator
City of Portland
1220 Southwest Fifth Avenue
Room 414
Portland, OR 97204

Attached is the information you requested through the Mayor and Commissioner McCready, in reference to the N. Greely connections.

I will be happy to review this data with you further and discuss my proposal that the city's presentation be made to the Transportation Commission at their mid-January meeting. The date for that meeting will be set at their December 18 meeting.

R. N. BOTHMAN
Ass't. State Highway Engineer

ebg

attachment

cc: F. B. Klaboe
R. L. Schroeder
J. H. Versteeg



OREGON STATE HIGHWAY DIVISION

December 4, 1975

Telephone 238-8226

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

BOB STRAUB /
GOVERNOR


GEORGE M. BALDWIN
Administrator of Highways

CONNIE MC CREADY, Commissioner
Department of Public Works
City of Portland
1220 Southwest Main Street
Portland, OR 97204

In response to your letter of November 20, regarding the N. Greeley Avenue to I-5 ramp project, I will provide all the technical data and other pertinent information to Bill Dirker this week for his use.

I have referred to your letter to F. B. Klaboe, Administrator, advising that I will provide data to you. I also told him that I will suggest that the city respond at the Transportation Commission meeting scheduled for mid-January and present your request for that project to the full commission.

In the meantime, I will attempt to work out the details for that presentation with Bill Dirker and advise him of the date for that meeting which should be set at the Transportation Commission meeting on December 18. My discussions with Dirker indicate he is not prepared to make the presentation at the December meeting.


R. N. BOTHMAN
Ass't. State Highway Engineer

ebg

cc: F. B. Klaboe
Neil Goldschmidt
Bill Dirker

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: 74-5

.....December 2, 1975.....
.....Portland, OR 97213.....FROM: R. N. BOTHMAN
Ass't. State Highway Engineer

SUBJECT: I-5 Greeley ramps

TO: F. B. KLABOE
Administrator

Attached is a letter from Mayor Goldschmidt and Commissioner McCready requesting an opportunity to make a presentation regarding the subject project to the Transportation Commission.

Versteeg will provide me with available data used to determine our disapproval, for transmittal to the city.

Schroeder is preparing a report to the commission. I will send Metro data to him.

I will advise the city of the above and suggest the Commission meeting in January for the city's presentation.

ebg

attachment

cc: R. L. Schroeder
J. H. Versteeg

CONNIE McCREADY
COMMISSIONER



CITY OF PORTLAND
OREGON

November 20, 1975

Mr. Robert Bothman
Assistant State Highway Engineer
Oregon State Highway Division
5821 NE Glisan Street
Portland, OR 97213

Dear Mr. Bothman:

Your notice of disapproval of the project to connect North Greeley Avenue to I-5 is extremely disappointing to the City and simply cannot be left to stand unchallenged. The staff report of September 16th bases this rejection on very narrow grounds, principally the conflict of trucks entering the freeway at this point.

The issues involved in this project are much broader than the operational characteristics of the freeway and deserve consideration at the highest policy level. This project came to the City Council as a recommendation of the Swan Island Task Force as a part of a package of recommendations with the purpose of permitting the full development of the Swan Island Industrial Park and at the same time mitigating the environmental impact, mainly truck noise, of this development. This project does not stand alone but makes feasible other elements of that package. Thus the issues in reality are the economic vitality of the central city, preservation of the residential neighborhood, a step away from urban sprawl toward a much more energy efficient urban organization and also to a much better use of sunk investments in streets, utilities and other parts of the capital framework that we simply cannot afford to duplicate in the suburbs. The Oregon Transportation Commission has recognized this as evidenced by its commitment of substantial state funds in the current improvement of North Going Street.

The Transportation Commission and the Federal Highway Administration have already been willing to modify their traffic standards for broader public goals as illustrated by recent modifications to the Marquam Bridge and the Banfield Freeway. In fact the issue might be phrased--"Shall the freeway be degraded for the benefit of the City or shall the City be degraded for the benefit of the freeway?" The full answer to their problems lies in the aggressive completion of a balanced transportation system including a substantial transit element.

DEPARTMENT OF
PUBLIC WORKS

FILE

ME PE PR1 PR2 DE
O.S.H.D. - METRO

NOV 25 1975

FILE

T/A

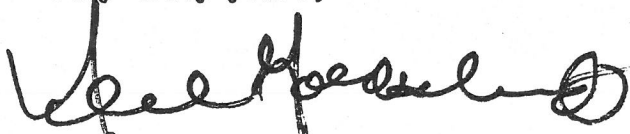
Mr. Robert Bothman

-2-

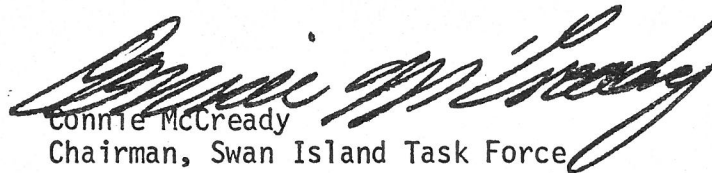
November 20, 1975

The City requests the opportunity to make a presentation of this project request to the full Transportation Commission at a mutually agreeable time. In preparation for this we ask that copies be made available to us of all of the technical data referred to in the staff report and also any other pertinent data.

Very truly yours,

A handwritten signature in dark ink, appearing to read 'Neil Goldschmidt', with a stylized flourish at the end.

Neil Goldschmidt
Mayor

A handwritten signature in dark ink, appearing to read 'Connie McCready', with a large, sweeping flourish at the end.

Connie McCready
Chairman, Swan Island Task Force

bg

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 2, 1975

FILE:

FROM: *J. H. Versteeg*
J. H. Versteeg
Road Design Engineer

SUBJECT: North Greeley Connections
Pacific Highway
Multnomah County

TO: R. N. Bothman
Metropolitan Engineer

| | |
|------|------|
| PRE | 74-5 |
| FILE | 310 |

Attached are two copies each of a synopsis of background data along with traffic counts with and without the subject ramps.

DNS:jh

cc: R. L. Schroeder (w/attachment)
A. D. Olson (w/attachment)

MAE PE PR1 PR2 DE
O.S.H.D. - METRO

DEC 3 1975

CA

FILE

T/A

SYNOPSIS OF NORTH GREELEY CONNECTIONS
Pacific Highway
Multnomah County
December 1, 1975

July 29, 1974 - Versteeg to Bothman

First learned of proposal and recommended against it.

February 24, 1975 - Bothman to File

Plan still included for Portland projects.

February 28, 1975 - George to Versteeg

Plan not desirable from traffic and safety standpoint.

April 4, 1975 - Hanks to Versteeg

Greeley ramp will reduce level of service and slow trucks will create hazard during off peaks.

April 14, 1975 - Versteeg to Hunter

Restates view of highway sections that plan should not be constructed. Explains need for federal approval.

June 18, 1975 - Olson to Files

Discusses level of service now and future.

August 15, 1975 - Versteeg to Hunter

Restates level of service, etc., and asks for approval of preliminary layout sheet if desired.

July 30, 1975 - Mallory to Bothman

City requests Greeley ramps as FAU project.

September 16, 1975 - Versteeg to Hunter

Discusses level of service and safety problems.

September 23, 1975 - Olson to Hunter

Discusses truck noise and states that Greeley ramps are not an acceptable solution to the problem.

November 4, 1975 - Rulien to Bothman

States plan is not acceptable due to capacity, safety, signing and weaving.

November, 1975 -

Memo covering basic problems if ramps are constructed.

November 7, 1975 - Bothman to Mallory

Adverse effects of Greeley ramps are unacceptable.

Salem, Oregon

July 29, 1974

R. N. Bothman, Metropolitan Engineer

J. H. Versteeg, Road Design Engineer

Connection to Greeley at Interstate Avenue
East Fremont Interchange
Pacific Highway
Multnomah County

A copy of your design for connection to the East Fremont Interchange from Greeley at Interstate Avenue was sent to us at our request when a matter of surplus property in the area was being processed. We have the following comments.

Even though we have provided local street connections at freeway to freeway interchanges in the past such designs are not recommended.

The weave situation between the East Fremont Interchange and the next interchange south is none too good now without adding other ramps.

We do not need the business on the freeway that such moves would generate.

The successive off-ramps would create a poor signing condition.

All things being considered we could not seriously recommend such an addition.

DNS:we

To

FILE:

Portland, OR 97213

SUBJECT: Metropolitan Portland projects
under accelerated construc-
tion program.

I discussed the following projects with Doug Wright, City of Portland, which he is preparing for consideration by the City, as projects which could be expedited:

1. Banfield high-occupancy vehicle lane - \$1,500,000.
2. Purchase 25 used buses with FAU funds.
3. Develop a temporary park and ride lot in the I-205 right-of-way with a temporary connection to the Banfield.
4. Expedite the Barbur bus lanes at \$350,000, and put as a secondary consideration, extending the bus lane on Barbur from Slavin Road south to the West Portland Park and Ride station at a cost of \$3,250,000. Major cost in this expenditure is three structures which have to be replaced. This would also provide for a cleanup of Barbur Boulevard, providing curbs, etc.
5. Construction of sound barriers, including earth berms, concrete and/or wood walls, etc., on I-5 in Portland. No determination of extent of work or estimate of cost.
6. Greeley Street connection to I-5, cost \$3,200,000.
7. N. Columbia Boulevard between Burr and Oswego Avenues, involving reconstruction of the existing four lane section which has failed to handle the loading. The project should be I-5 to Rivergate, however the City has picked this particular section to expedite. This is FAU.
8. The Tri-Met want list, including turn-outs, park and ride lots (temporary) intersection revisions, etc.
9. Terwilliger-Barbur intersection.
10. Lombard, 60th to 82nd Avenues.

Doug Wright will proceed to develop a list for consideration by the City and presentation to CRAG and the OSID.

cc: G. M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder

L. W. Rulien
J. H. Versteeg
R. E. Royer

_____ VonSteen
 _____ *Curry*
 _____ *h* Turpin
 _____ Scott
 _____ Swenson
 _____ R. Olson
 _____ Trout

FEB 26 1975

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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310

DATE February 28, 1975

TO J. H. Versteeg
Road Design Engineer

FROM *L. E. George*
L. E. George
Traffic Engineer

SUBJECT Freeway ramps to Greeley Avenue
East Fremont Interchange
Interstate 5

The proposal to construct a northbound exit and southbound entrance at Greeley Avenue in the East Fremont Interchange has been analyzed from the standpoint of signing.

The proposal would result in a new exit from the freeway approximately 700 feet from an existing exit. Although it would be possible to sign for the new exit, it would be difficult and is not recommended. The substandard distance between the two exits would not allow for proper advance signing of the second exit and would not allow any supplemental guide signs (such as SWAN ISLAND NEXT RIGHT).

There are also several other problems involved in this proposal:

1. The northbound exit to the Fremont Bridge will be reduced from two lanes to one lane.
2. The proposed ramps will increase traffic on the freeway and result in additional weaving movements on a section of the freeway where there is already a problem with weaving.
3. The proposed southbound entrance, which will be used as a truck route, involves an upgrade approach to the freeway. This will result in trucks entering the freeway at very low speeds.
4. The proposal includes an at-grade intersection of Mississippi Avenue with the proposed freeway ramps, which is potential safety hazard.

In summary, it appears that this proposal is not desirable from a traffic operations and safety standpoint.

TL:cr

DATE: April 4, 1975

File No.: Hwy. 1

FROM: J. H. Versteeg
Design Engineer
John Hanks
John Hanks
Project Analysis Supervisor

SUBJECT: Greeley Avenue Ramp Connections
Pacific Highway I-5
Fremont Bridge-Broadway Section

An analysis was performed to evaluate the operational and level of service impacts of adding a southbound entrance ramp from Greeley Avenue to I-5 between the Fremont Bridge entrance ramp and the Broadway exit ramp. This ramp connection has been proposed by the City of Portland to relieve the undesirable impact of trucks currently routing via Going Street.

The 1975 PM peak-hour volumes were analyzed to determine whether immediate adverse effects can be expected. Two significant impacts became apparent.

1. A substantial increase in weaving conflicts.
2. An undesirable speed differential between slow moving trucks and higher speed vehicles in the auxiliary freeway lane.

Weave Analysis

The weaving conflicts are schematically illustrated by Figure 1. The existing condition shows 1,060 vehicles in a weave conflict. With the addition of the Greeley Avenue On-Ramp, a multiple weave section is created (two on-ramps followed by an off-ramp). The number of vehicles involved in weaving conflicts increases to 1,590, a 50 percent increase.

Operationally, the Greeley Avenue On-Ramp can be expected to create unstable traffic flow, (level of service "E"). Through traffic will jam the median lane attempting to avoid the weaving maneuvers taking place in the right lane. Operating speeds will reduce and a potential bottleneck section will result.

It should be emphasized that current PM peak-hour volumes were analyzed. Future increases in peak-hour traffic is likely on both the Fremont Bridge and the Greeley Avenue ramps. The completion of I-505 is expected to increase Fremont Bridge ramp traffic, while any expansion of Swan Island development will increase the Greeley Avenue ramp. If these anticipated peak-hour increases occur, periods of forced flow (stop-and-go conditions) are expected on the freeway.

April 4, 1975

An analysis was also completed for northbound traffic during the AM peak hours. Similar increases in weaving conflicts were revealed when a Greeley Avenue Off-Ramp was assumed. Unstable flow conditions are predicted during the AM peak-hour for northbound traffic as well.

Speed Differential Analysis

The grade profile of the proposed on-ramp indicates 900 feet at a two percent grade followed by 700 feet of five percent grade before leveling at the merge with the I-5 Freeway. Average truck speeds entering the freeway auxiliary lane are calculated at approximately 25 MPH. Merging conflicts in the auxiliary lane between the slow moving trucks (25 MPH) and higher speed traffic from the Fremont Bridge can be anticipated. During off-peak periods, an undesirable speed variance of over 25 MPH can be expected at the merge point. Erratic maneuvers are likely to take place creating a hazardous accident potential.

Based on truck volume counts, it is estimated that approximately 700 trucks per day will enter I-5 via the proposed on-ramp. This estimate assumes all southbound trucks from Swan Island to I-5 will be routed via the proposed on-ramp.

Summary

The addition of the proposed Greeley Avenue Ramps is expected to reduce the level of service to "E" (unstable flow) due to the increased number of weaving maneuvers. Any future increase in peak-hour volume on the Greeley Avenue or Fremont Bridge ramps is likely to result in a bottleneck section creating PM periods of stop-and-go traffic.

The slower speed of trucks merging in the auxiliary freeway lane with high speed traffic creates a hazardous accident potential during off-peak periods.

JH:ap

Attachments

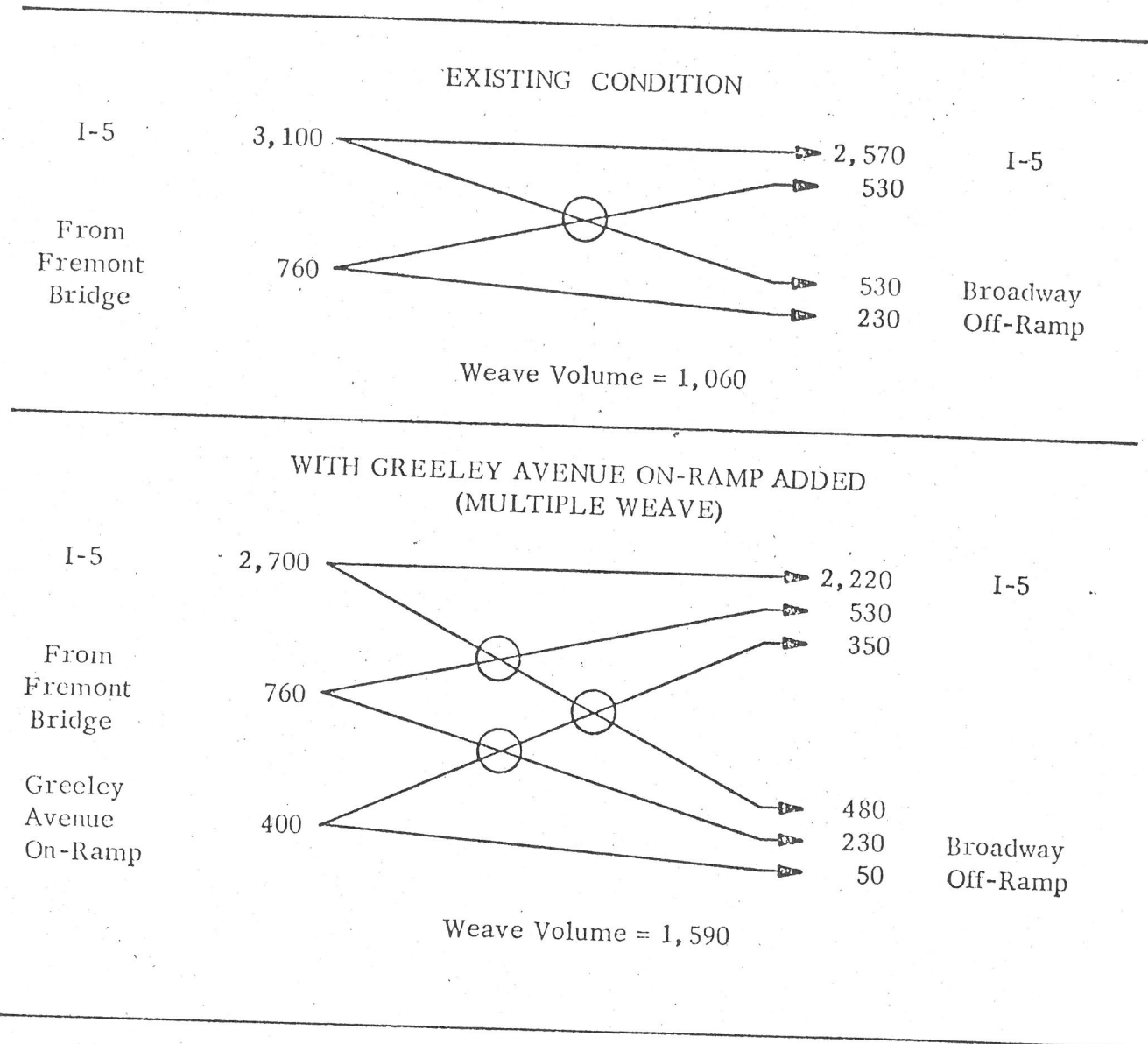
cc: E. S. Hunter

R. N. Bothman

FIGURE 1

EASTBANK FREEWAY I-5
FREMONT BRIDGE - BROADWAY SECTION

Weave Analysis Comparison
1975 PM Peak-Hour Volumes



○ = Weave Maneuvers

Salem, Oregon
April 14, 1975

J. H. Versteeg
Road Design Engineer

L. S. Hunter
Assistant State Highway Engineer

Connection to Greeley at
Interstate Avenue
East Fremont Interchange
Pacific Highway
Multnomah County

The attached information indicates that the Highway Division proposes to spend \$240,000 in engineering to develop plans for the Greeley Connection to I-5. The present construction estimate for these connections is in excess of \$3,200,000.

The Planning, Traffic and Design Sections have analyzed this project and strongly recommend against development of this proposal. John Hanks in his letter of April 4, 1975, states that, "The addition of the proposed Greeley Avenue Ramps is expected to reduce the level of service to "E" (unstable flow) due to the increased number of weaving maneuvers. Any future increase in peak-hour volume on the Greeley Avenue or Fremont Bridge ramps is likely to result in a bottleneck section creating PM periods of stop-and-go traffic. The slower speed of trucks merging in the auxiliary freeway lane with high speed traffic creates a hazardous accident potential during off-peak periods." L. E. George in his letter of February 28, 1975, summarizes "that this proposal is not desirable from a traffic operations and safety standpoint." The Design Section in a letter of July 29, 1974, recommended that "though we have provided local street connections at freeway to freeway interchanges in the past such designs are not recommended. The successive off-ramps would create a poor signing condition. All things considered we could not seriously recommend such an addition."

The Greeley connections to I-5 would create additional congestion and weaving problems, reduce capacity of the freeway, lower the level of service and will significantly increase vehicle accidents in this section of I-5. To exchange a reduction in noise along Going Street for a severe capacity, service and accident problem along I-5 at a cost of 3.5 million dollars does not seem to be in our interest and is not recommended.

If the Highway Division decides to go ahead with the proposed connections to I-5, an early submittal should be made to the FHWA for their consideration is suggested. We need to determine if they would approve the construction of these ramps and, secondly, would this work be eligible for federal funding. Additional state funds should not be expended on this ramp concept until FHWA concurrence is obtained.

JHV:jh

cc: R. N. Bothman
L. E. George
John Hanks

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A. Olson *clp* _____
Terpin _____
Scott _____
Swenson _____
R. Olson _____
Trout _____

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OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 18, 1975

FILE:

William

FROM: A. D. Olson
Preliminary Design Engineer

SUBJECT: Greeley Ramps
East Fremont Interchange
Pacific Highway
Multnomah County

TO: MEMO TO THE FILES

An effort has been made to analyze the existing situation in the vicinity of the proposed Greeley Ramps and the situation which presumably would exist if these ramps are constructed. Attached is a sketch showing the approximate location of the proposed ramps and a sheet showing the existing and anticipated traffic and weave maneuvers.

Currently the peak hour traffic is 3,860 and the capacity (Level of Service E) is 3,800 considering that the third lane's capacity is limited to Fremont Bridge ramp traffic. Weave length southbound is 2,130 feet and 900 feet is the length theoretically required. Weave length northbound is 1,050 feet and 1,000 feet is the length theoretically required.

Currently the section is operating at Level of Service E (unstable flow, momentary stoppages) due to lane capacity. In four years (at 5% yearly increase) this will be at Level of Service F (forced flow, many stoppages) due to lane capacity or, in the northbound direction, due to weave problems if there is any increase in weaving volumes.

If the Greeley Ramps are constructed it is assumed that the total traffic would remain the same, with traffic removed from the through lanes and added on the new ramp. The new weave length southbound would be 1,580 feet with 1,450 feet theoretically required. The new weave length northbound would be 1,050 feet with 1,200 feet theoretically required.

Currently the section would operate at Level of Service E southbound due to lane capacity and low Level of Service E northbound due to the weave. An increase of 150 weaving vehicles southbound would drop to Level F. A slight increase in weaving vehicles northbound would drop to Level F. In under four years (at 5% yearly increase) the section will be at Level F due to lane capacity if not due to weave problems.

The above weave predictions are made on the basis of standard formula which assume that the weaving vehicles are near the same speed--10 MPH±. In this instance the differential in speed due to trucks climbing the ramp may be 25 MPH or more. The effect of this on the weave can not be calculated, however, increased vehicular conflicts can be expected.

Counts of existing traffic at the intersection of Greeley and Interstate have been taken. Analysis of potential traffic conditions with the rerouted truck route will be made by the Planning Section when time permits.

ADO:we
Enclosures

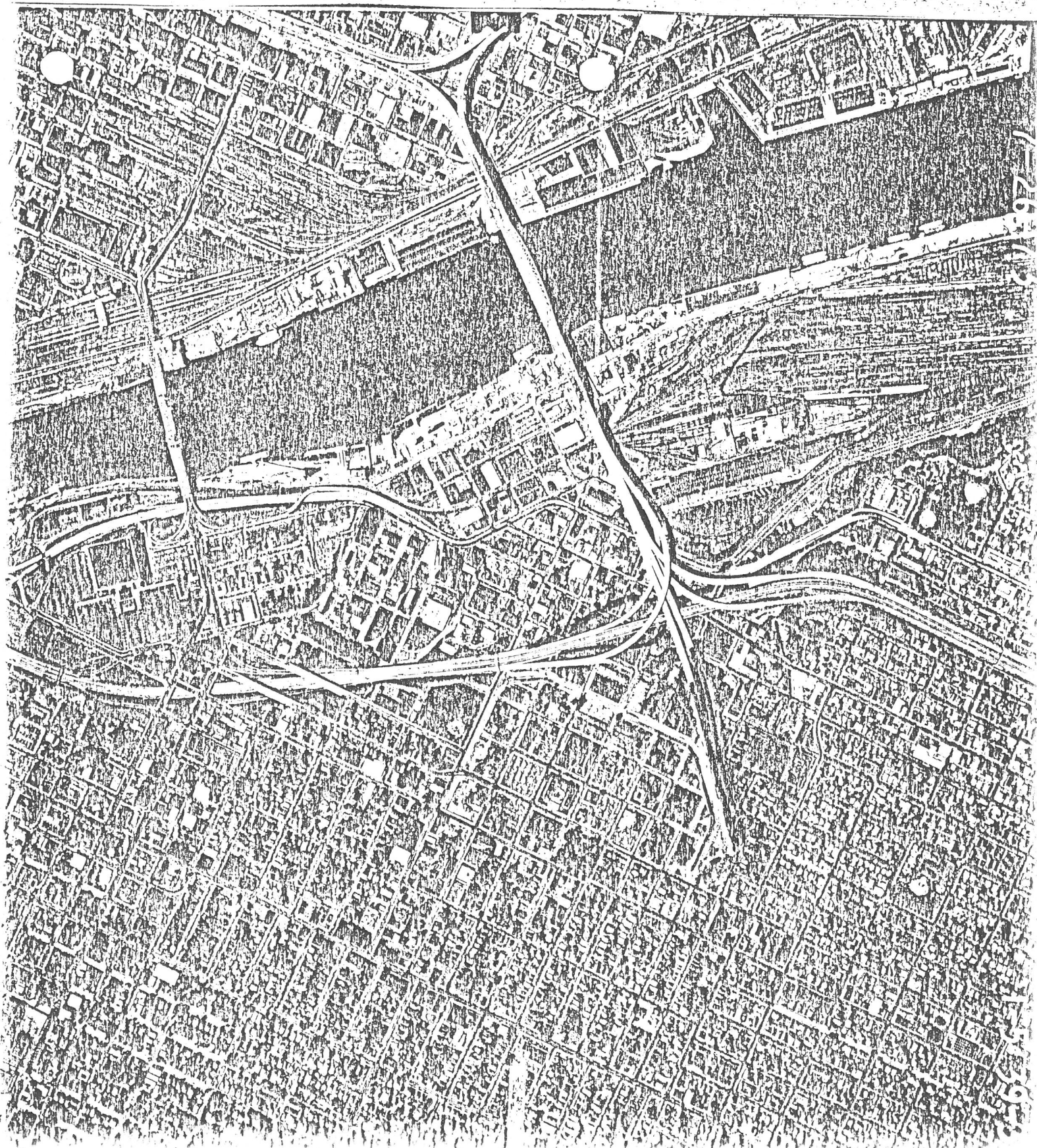
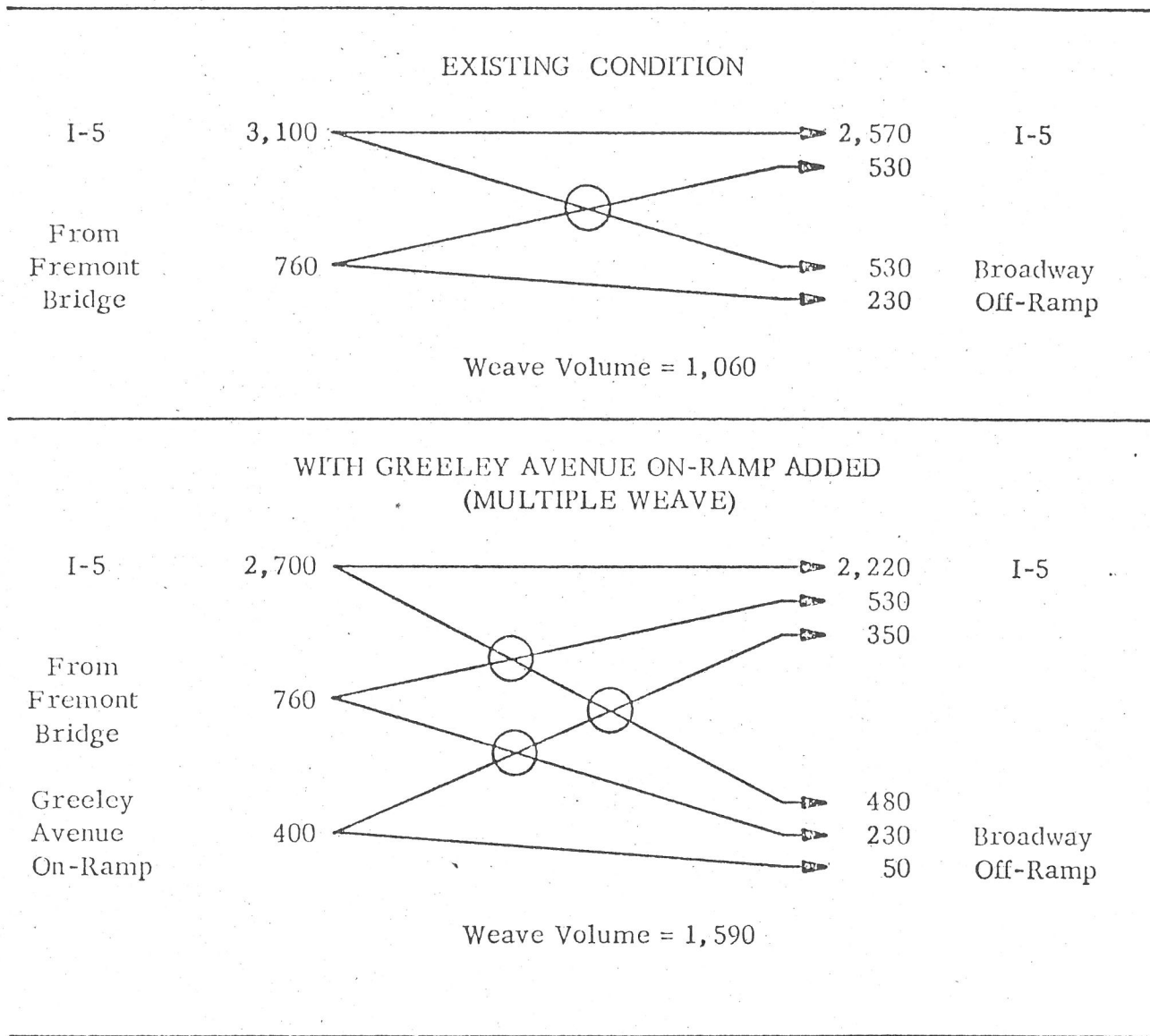


FIGURE 1

EASTBANK FREEWAY I-5
FREMONT BRIDGE - BROADWAY SECTION

Weave Analysis Comparison
1975 PM Peak-Hour Volumes



○ = Weave Maneuvers

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
August 15, 1975

FROM: *J. H. Versteeg*
J. H. Versteeg
Road Design Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: N. Greeley Ave. Connections
East Fremont Interchange
Pacific Highway
Multnomah County

The Planning, Traffic and Design Sections have analyzed the subject proposal and do not recommend it. It will reduce the level of service on I-5 to "F" in four years. Also the reduction in truck traffic on Going Street, even though it is 75%, will not appreciably reduce the noise level. We will be spending some \$3,000,000 for a project that does little or nothing to alleviate the noise problem on Going Street and at the same time reduces the efficiency of our interstate freeway. Background data is in the Design files if you wish to discuss it.

If the decision is made to go ahead with the proposed connections, an early submittal should be made to the FHWA for their consideration. We need to know if they will approve the ramps and if the work will be eligible for federal funding.

The preliminary layout sheet is attached and if you wish to approve it, we will forward it to the FHWA for their comments.

ADO:jh

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OREGON

DEPARTMENT OF
PUBLIC WORKS
CONNIE MCCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 SW SIXTH AVE
PORTLAND, OR 97204

July 30, 1975

Robert N. Bothman
Metropolitan Engineer
Oregon State Highway Division
5821 NE Glisan Street
Portland, OR 97213


Dear Mr. Bothman:

By this letter we are requesting the initiation of the Greeley Street Extension to I-5 project. In this regard, we have enclosed a Project Request form and a Project Environmental Assessment.

This project has the prior approval of the City Council and is included in the FY 76 Annual Element of the Regional Transportation Improvement Program.

We would appreciate your consideration of this project request at your earliest convenience. Please contact Glen Pierce, phone 248-4643, if we may provide additional information or assistance.

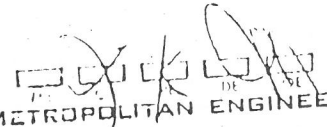
Sincerely,


COWLES MALLORY
City Engineer

GRP:kp

Encl.

cc: Commissioner McCready
Bill Dirker
Gary Stout
Don Bergstrom


METROPOLITAN ENGINEER

31 1975
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Salem, Oregon
September 23, 1975

____ A. Olson _____
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____ Scott _____
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____ R. Olson _____
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SEP 23 1975

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A. D. Olson
A. D. Olson
Preliminary Design Engineer

E. S. Hunter
Deputy State Highway Engineer

Proposed FAUS Project
Greeley Extension to I-5
(East Fremont Interchange)
N. Greeley Avenue
City of Portland

A project request has been submitted by the City of Portland proposing connections to the East Fremont Interchange from North Greeley Street. This would be a Federal Aid Urban System project. The estimated cost is indicated as \$3,240,000.

A review of the preliminary environmental assessment indicates that the stated purpose of the project is to reduce truck traffic on Going Street (in order to reduce noise), and to increase roadway capacity to the Swan Island Industrial Park.

The original reason for the requested ramps was to reduce the noise on Going Street. Noise measurements on Going Street indicate 76-80 dBA (L10) at 35 feet from traffic between 8 PM and 6 AM. No measurements were available for daytime hours. Noise would calculate at 84-85 dBA (L10). Assuming 70 percent of the trucks would be diverted from Going Street to the new ramps the noise level would be reduced 5-6 dBA or there would be 70-74 dBA (L10) at night and 79-80 dBA (L10) in the daytime with today's traffic. If the 70 dBA (L10) guideline suggested by FHWA is considered appropriate, then the project does not meet these goals. To put the measurements in perspective a 3 dBA change in noise is classed as hardly perceptible and a 5 dBA change is readily noticeable, however, a 10 to 15 dBA reduction is necessary to meet minimum Federal guidelines. This would require that practically all of the trucks would need to be removed from Going Street or some extensive noise attenuation would need to be provided if Going Street is to meet minimum Federal guidelines.

The second reason given for the ramps is to increase roadway capacity to Swan Island Industrial Park. A review of traffic projections and discussions with Planning personnel indicate that I-5 does not have the capacity to accommodate the projected increased traffic from Swan Island and it is doubtful that implementation of I-205 and an I-5 busway project will provide sufficient relief to change this. Currently the freeway is operating at Level of Service E in this area with "F" expected within four years.

If the proposed ramps are constructed a substantial weave conflict will occur between slow moving trucks on the on-ramp with higher speed vehicles on the freeway. This has a very real accident potential, is contrary to the current national emphasis on traffic safety and has met resistance from all those involved in technical design review. It is extremely doubtful if FHWA approval can be obtained through normal channels or other methods because of the safety aspects. This will need approval at the Washington, D.C. level since this is a completed section of the Interstate.

It would appear that the existing Going Street access could provide all of the roadway capacity that the freeway can handle without the potential conflicts posed by the requested ramps.

While there are no plans for ultimate construction of a facility to the east of the East Fremont Interchange which would use the stubbed ramps and the right of way purchased for the full interchange it should be noted that construction of the requested ramps will preclude future directional connections to the east. The proposed Mini Park project should be revised accordingly and excess right of way should be sold or disposed of in an appropriate manner if the requested ramps are constructed.

The cost of the project would divide out to approximately \$30,000 for each of the 31 single family dwellings and 71 apartment units which abut or are in direct line of Going Street, would provide little reduction in noise and would have questionable value to the road user.

The requested project will not reduce noise on Going Street to an acceptable level, the ability of I-5 to accommodate the increased capacity is questionable, the potentially slow moving on-ramp traffic would constitute a hazard and the option of future connections to the east would be cancelled.

From the data available this project would not be an acceptable solution to the problem.

ADO:we

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

September 16, 1975

FROM: *J. H. Versteeg*
J. H. Versteeg
Road Design Engineer

SUBJECT: North Greeley
Pacific Highway I-5
FAUS Project

TO: E. S. Hunter
Deputy State Highway Engineer

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I have reviewed the City of Portland's request to initiate the Greeley Street extension to I-5 in the East Fremont Interchange and have the following comments.

The design for the section of I-5 through the East Fremont Interchange was approved in July 1961. Projected traffic for the 1975 design year was 50,000 ADT. This traffic projection was made based on having the I-205 Freeway constructed along the 39th Avenue route in east Portland.

Currently the section is carrying 86,000 vehicles a day, projected traffic in 1990 is 94,000 with I-205 completed and 102,000 ADT without an I-205 Freeway. This section of I-5 is operating at level of service "E" (unstable flow, momentary stoppages) due to lane capacity. In four years (at 5% yearly increase) this will be at level of service "F" (forced flow, many stoppages) due to lane capacity or, in the northbound direction, due to weave problems if there is any increase in weaving volumes.

The design for the East Fremont Interchange Section was approved in May of 1967. Design criteria for weave lengths, ramp locations, etc., was based on limited experience with pre-1960 freeway operations.

Weaving lengths used in 1975 for given volumes of traffic are three times the values used in the 1960-1965 era. Operational experience has shown that the design criteria weave length and ramp placements used in the 1965 design are unsatisfactory causing congestion and reduced capacity.

Mr. John Hanks of the Planning Section in his letter of April 4, 1975, had the following comments. "The addition of the proposed Greeley Avenue Ramps is expected to reduce the level of service to "E" (unstable flow) due to the increased number of weaving maneuvers. Any future increase in peak-hour volume on the Greeley Avenue or Fremont Bridge ramps is likely to result in a bottleneck section creating PM periods of stop-and-go traffic. The slower speed of trucks merging in the auxiliary freeway lane with high speed traffic creates a hazardous accident potential during off-peak periods."

L. E. George, Traffic Engineer, in his letter of February 28, 1975, states, "The proposal would result in a new exit from the freeway approximately 700 feet from an existing exit. Although it would be possible to sign for the new exit, it would be difficult and is not recommended. The substandard distance between the two exits would not allow for proper advance signing of the second exit and would not allow any supplemental guide signs (such as SWAN ISLAND NEXT RIGHT).

"There are also several other problems involved in this proposal:

- "1. The northbound exit to the Fremont Bridge will be reduced from two lanes to one lane.
- "2. The proposed ramps will increase traffic on the freeway and result in additional weaving movements on a section of the freeway where there is already a problem with weaving.
- "3. The proposed southbound entrance, which will be used as a truck route, involves an upgrade approach to the freeway. This will result in trucks entering the freeway at very low speeds.
- "4. The proposal includes an at-grade intersection of Mississippi Avenue with the proposed freeway ramps, which is potential safety hazard.

"In summary, it appears that this proposal is not desirable from a traffic operations and safety standpoint."

A letter from the Road Design Section dated April 14, 1975, contains the following statement.

"The Greeley connections to I-5 would create additional congestion and weaving problems, reduce capacity of the freeway, lower the level of service and will significantly increase vehicle accidents in this section of I-5."

Informal discussions with the FHWA indicate their attitude toward the Greeley ramp connections to I-5 is as follows:

1. The approval of the 1967 design for the East Fremont Interchange having connections for service to the east is considered a completed design for the East Fremont Interchange.
2. The Greeley connections to I-5 are considered new accesses to the Interstate freeway. The local office would recommend against permitting connections if formally presented to them. They feel sure the Washington office would do likewise based on the recommendation of the local FHWA office.
3. Highway safety and increased capacity on the freeway systems are two very important areas of concern to the FHWA. The connection of the proposed Greeley ramp to I-5 would adversely affect the highway safety and capacity of the section/freeway.

It has been suggested that when I-205 is complete in 1982 that the traffic volume demands will decrease on this section of I-5. A more realistic appraisal, because of the location of I-205 and the question of when it may ultimately be completed, is that traffic demands on this section of I-5 for the foreseeable future will exceed those of 1975.

As I-5 (with I-405) is the only north/south transportation corridor crossing the Columbia River within a reasonable distance of Portland, its capacity to provide service must be carefully protected. The regional and inter-regional importance of this facility must be recognized and it should not be compromised to resolve a local traffic problem.

Based on our review of the proposed Greeley ramp connections to I-5 we would have to recommend against this proposal. Operationally there is just no way that the truck traffic from the proposed Greeley ramps can be safely added to the existing traffic on I-5 - congestion and increased accident rates would be inevitable.

JHV:jh

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

SALEM, OREGON

November 4, 1975

FROM:

L. W. Philman
Project Management Engineer

SUBJECT:

Urban System Project Request
Greeley to Interstate 5
at East Fremont Intchge.
City of Portland

TO:

R. M. Eothman
Assistant State Highway Engineer
METRO

By letter of July 30, 1975 the City of Portland submitted to you a project request form and environmental assessment form for an urban system project which would connect Greeley Street to I-5 at the East Fremont Interchange.

The Highway Division has concluded a review of the proposal with particular regard to impacts on the Interstate Freeway complex in this area. There is no question but that the adequacy of the Interstate Freeways are basic to a good transportation system and the operational characteristics of the Interstate System are of prime concern to the State. These freeway facilities are important not only to local and regional transportation but also statewide, and in the case of I-5, vital to transportation on the West Coast. Our review of the proposal leads to the conclusion that the addition of ramp connections at I-5 in the vicinity of the East Fremont Interchange as contained in the proposal will have detrimental operational impacts on the freeway involving capacity, safety, signing, and weaving.

The adverse effects of the proposed project on I-5 are unacceptable. Will you please advise the City that their application for this project will not be approved. Attached for your information are reports from our Design staff that have been prepared after discussion with our Planning people and our Traffic Engineer.

LWR:ljt

Att.

cc: F. B. Klaboe
E. S. Hunter
J. H. Versteeg
E. L. Hardt, Region 1

RECEIVED

NOV 12 1975

GREELEY RAMP
Nov. '75

Major Concern - Safety

Trucks entering the freeway from the ramp will have climbed from the intersection at Interstate Avenue with the last 1,000 feet on over a 5% grade. These slow-moving vehicles attempting to merge into the high speed traffic on the freeway and then weave into the next lane prior to the off-ramp to Broadway will be a very real traffic hazard.

The existing traffic situation, without this proposed ramp, is not good.

1974 accident rate 1.79/mile

1973 state average rate 0.78/mile

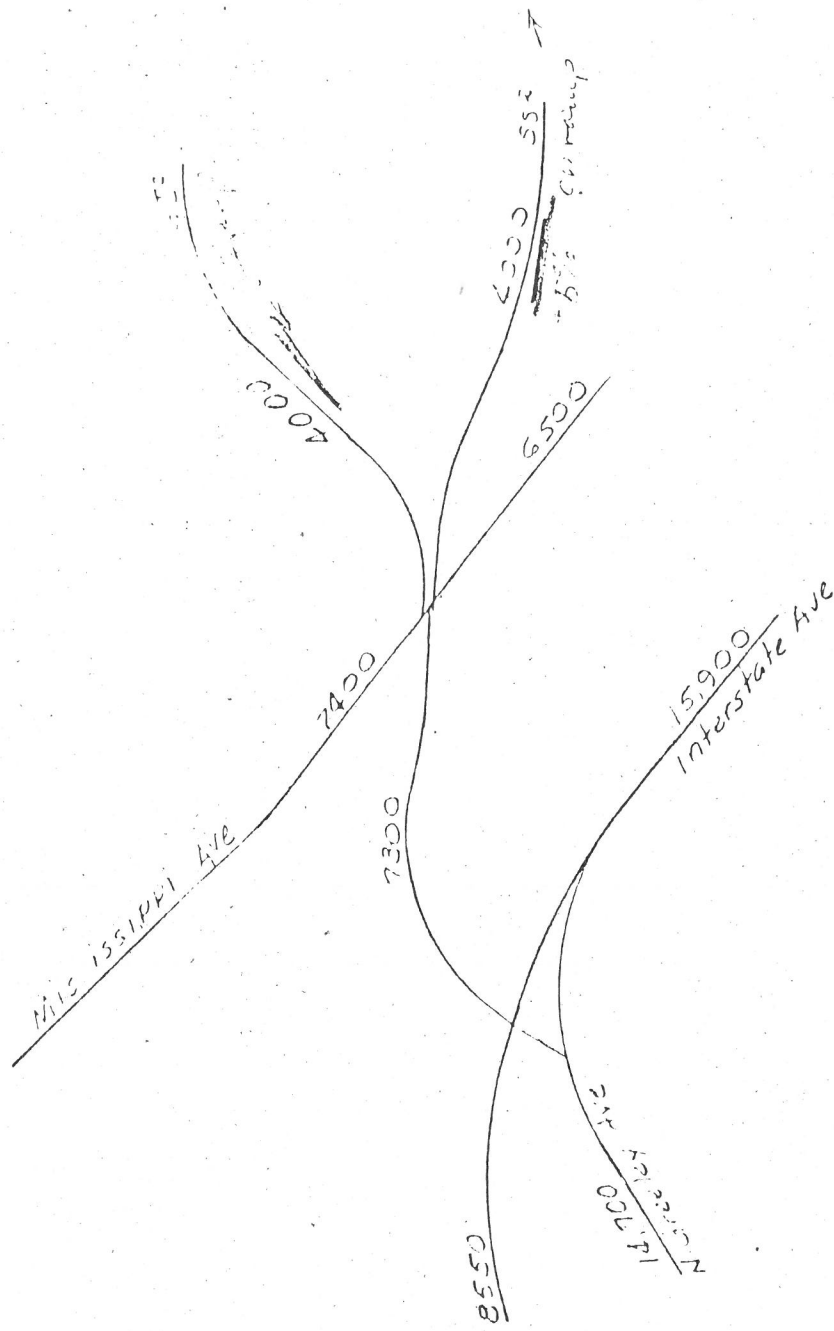
Capacity Projected accident rate 2.35/mile

The freeway is operating at near capacity at this time and is expected to be at capacity within four years. Providing a ramp does not mean that traffic will be able to get on the freeway. (Traffic reductions due to I-205 are expected to be negligible and traffic demands on I-5 will continue to exceed the current situation.)

I-5 in general does not have the capacity to accept an increase in traffic. Other facilities or other modes must be utilized in lieu of further loading of this facility.

Noise

Noise reduction on Going Street by providing these ramps for southbound truck traffic will only reduce noise by 5 to 6 decibals. While this is a noticeable reduction it comes nowhere near the current suggested goals.

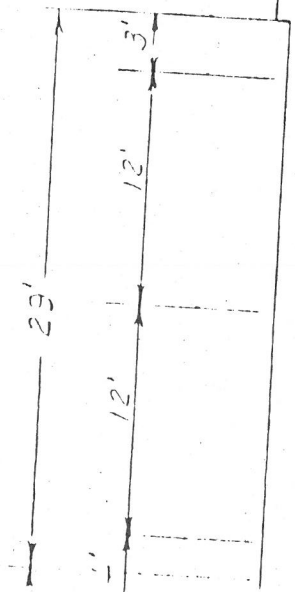


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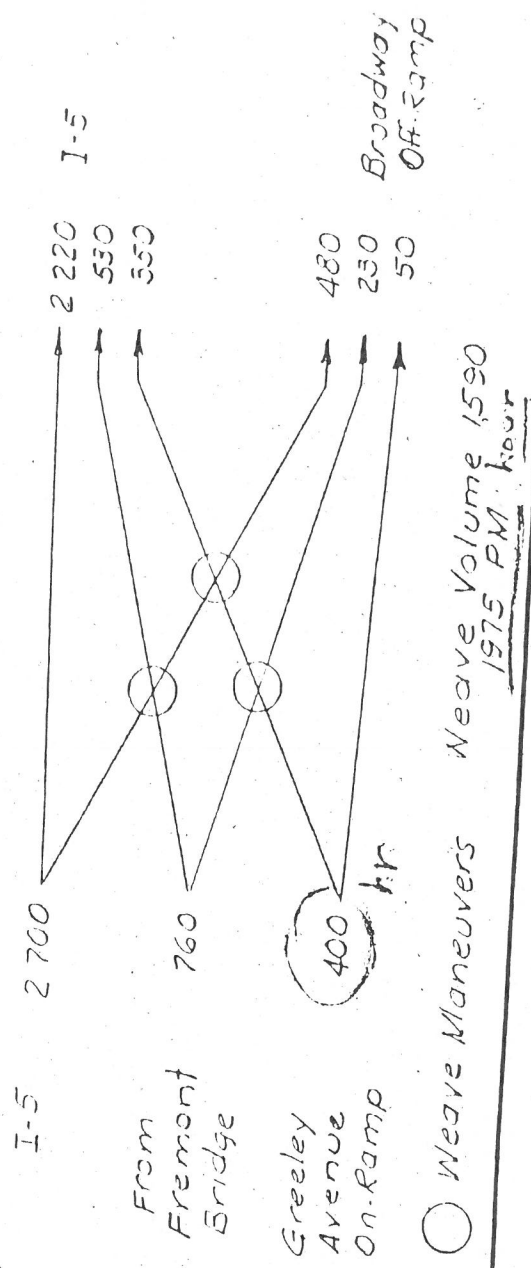
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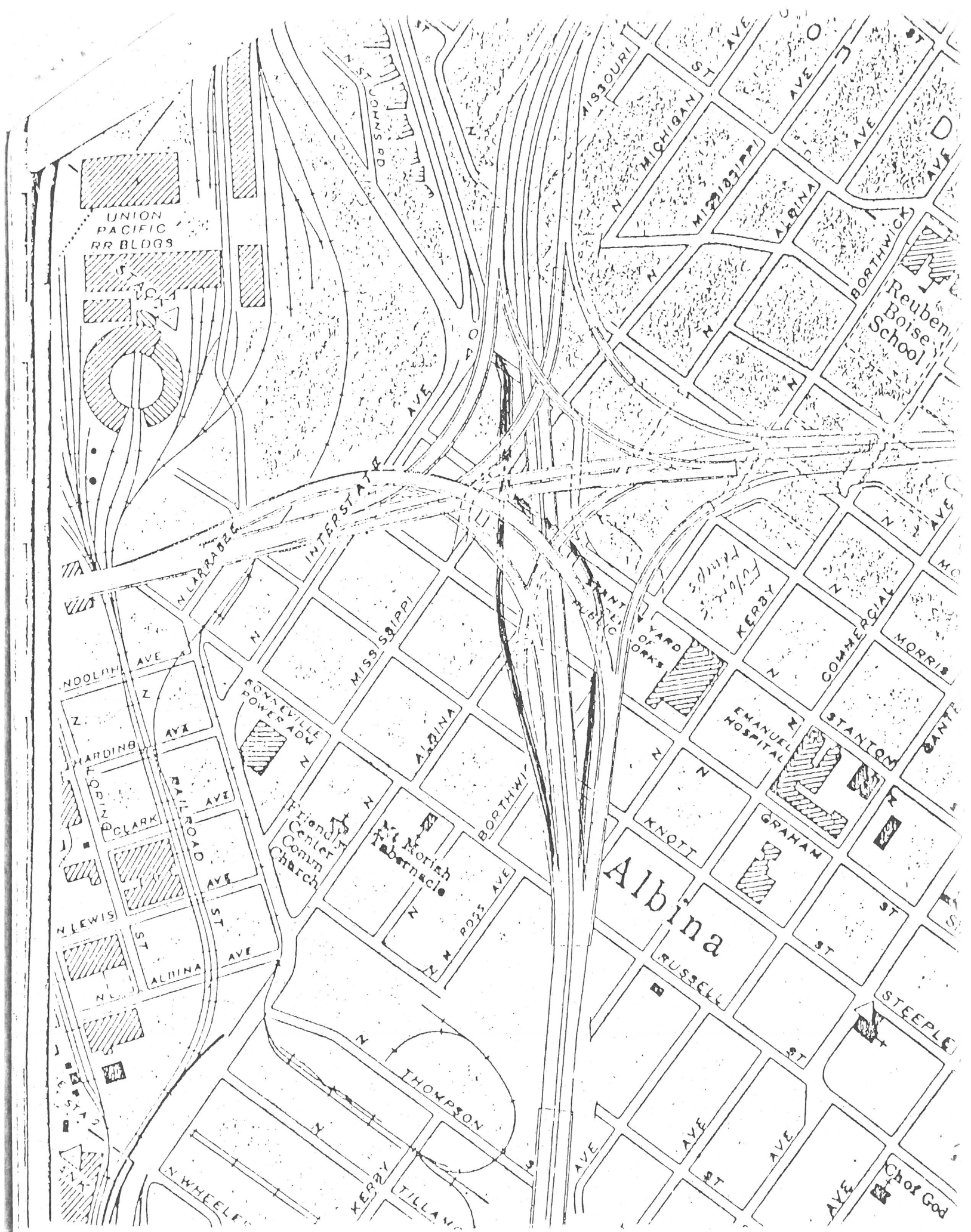
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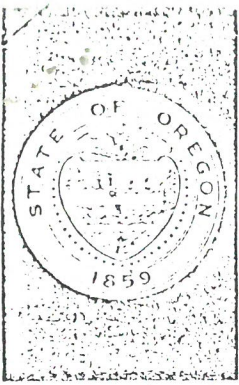
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OREGON STATE
HIGHWAY DIVISION

November 7, 1975

Telephone 238-8226

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

BOB STRAUB
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

COWLES MALLORY
City Engineer
400 Southwest Sixth Avenue
Portland, OR 97204

The Oregon State Highway Division has reviewed your request for development of a northbound and a southbound ramp connection between I-5 and Northeast Greeley Avenue at the East Fremont Bridge interchange. The conclusions are that the adverse effects of the proposed project on I-5 are unacceptable, and the application cannot be approved.

Attached, for your information, are reports from the Road Design Engineer that summarize data prepared by both the planning and traffic staff.

467
R. N. BOTHMAN
Ass't. State Highway Engineer

ebg

attachment

cc: Neil Goldschmidt
Connie McCready
Bill Dirker
Ernie Bonner

bcc: F. B. Klaboe
E. S. Hunter
J. H. Versteeg
L. W. Rulien
E. L. Hardt

Versteeg ✓
A. Olson *aka*
Terpin
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Swenson
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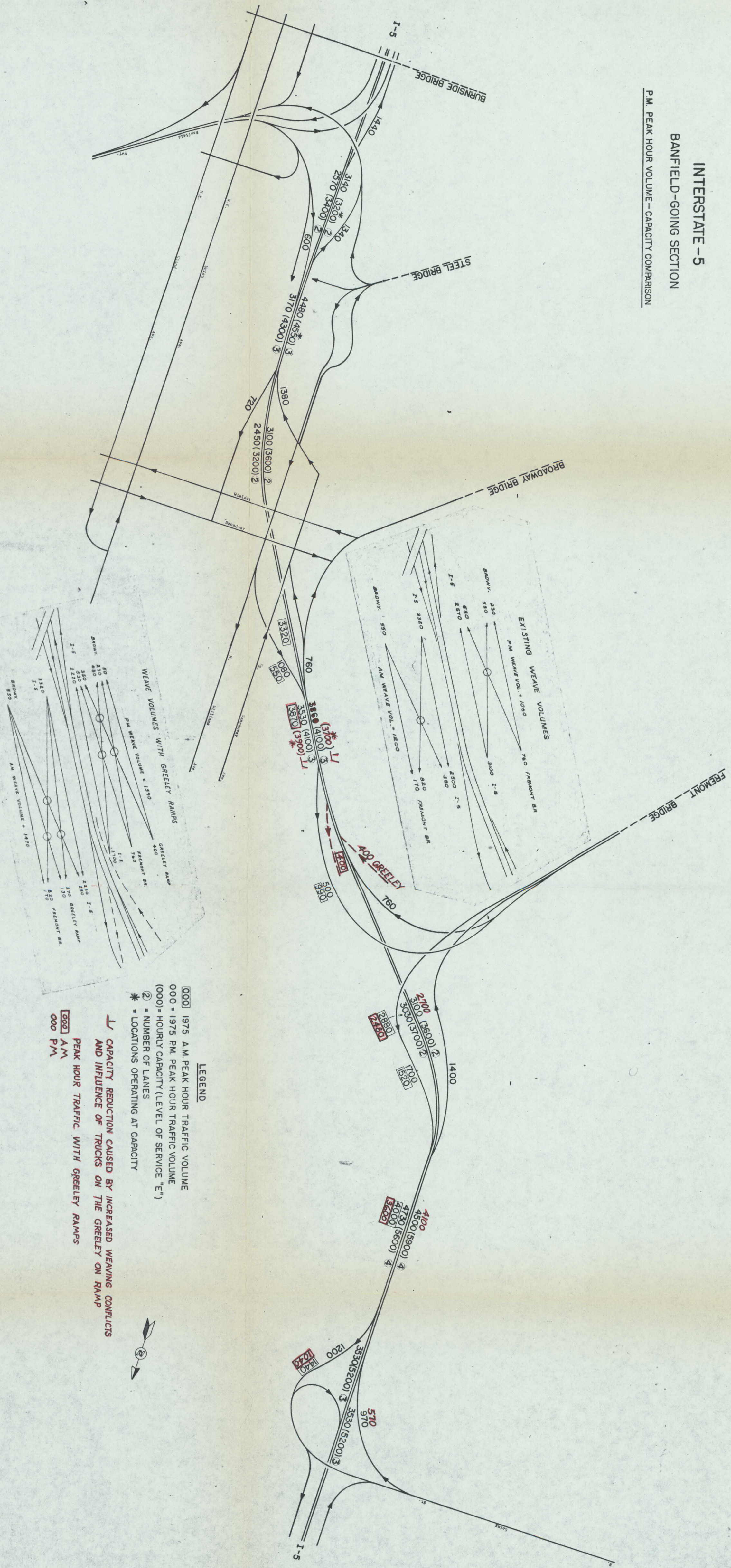
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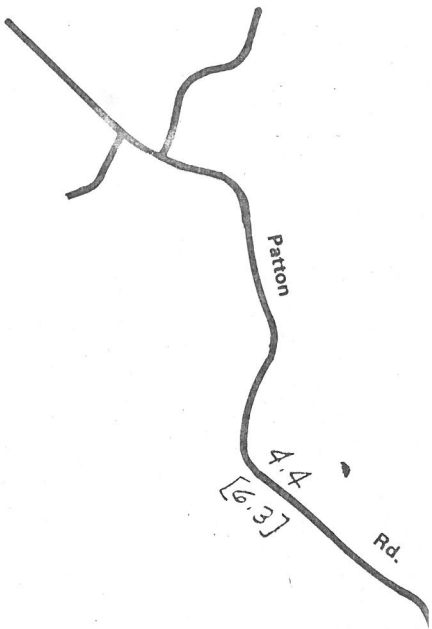
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Bring Up ____/____/____
Other _____

INTERSTATE-5 BANFIELD-GOING SECTION P.M. PEAK HOUR VOLUME-CAPACITY COMPARISON





LEGEND

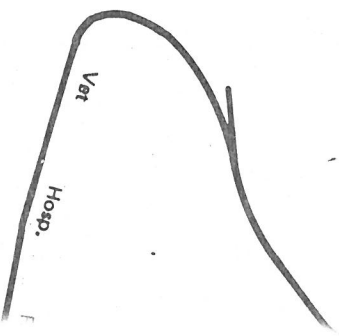
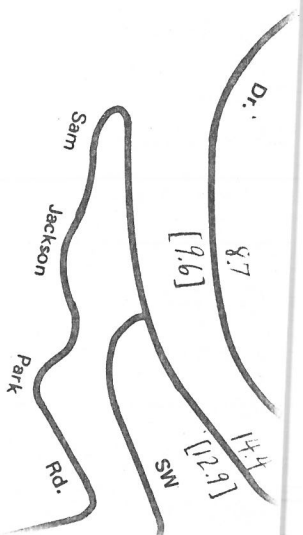
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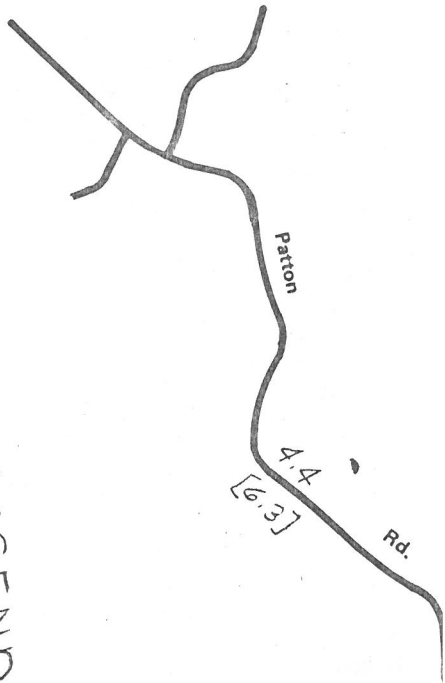
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[0.0] 1990 ADT (COMPUTER "AFTER CAPACITY RESTRAINT" ASSIGNMENT)

(0.0) 1990 ADT (ADJUSTED FOR I-205 STUDY

* ADJUSTED FOR DIVERSION OF THRU TRIPS TO I-205





LEGEND

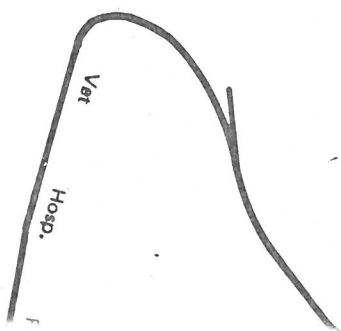
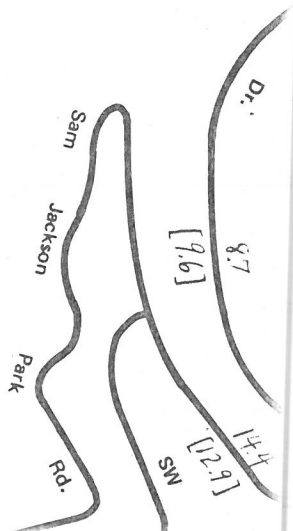
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(0.0) 1990 ADT (ADJUSTED FOR I-205 STUDY

* ADJUSTED FOR DIVERSION OF THRU TRIPS TO I-205



Bill D.

Good letter.

ROBERT BUTTMAN

ASS'T STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

5821 NE GLISSAN ST.

PORTLAND OR 97213

DEAR MR. BUTTMAN;

YOUR NOTICE OF DISAPPROVAL OF THE PROJECT TO CONNECT N. GREELEY AVE. TO I-5 IS EXTREMELY DISAPPOINTING TO THE CITY AND SIMPLY CANNOT BE LEFT TO STAND UNCHALLENGED. THE STAFF REPORT OF SEPTEMBER 16TH BASES THIS REJECTION ON VERY NARROW GROUNDS, PRINCIPALLY THE CONFLICT OF TRUCKS ENTERING THE FREEWAY AT THIS POINT.

THE ISSUES INVOLVED IN THIS PROJECT ARE MUCH BROADER THAN THE OPERATIONAL CHARACTERISTICS OF THE FREEWAY AND DESERVE CONSIDERATION AT THE HIGHEST POLICY LEVEL. THIS PROJECT CAME TO THE CITY COUNCIL AS A RECOMMENDATION OF THE SWAN ISLAND TASK FORCE AS A PART OF A PACKAGE OF RECOMMENDATIONS WITH THE PURPOSE OF PERMITTING THE FULL DEVELOPMENT OF THE SWAN ISLAND INDUSTRIAL PARK AND AT THE SAME TIME MITIGATING THE ENVIRONMENTAL IMPACT, MAINLY TRUCK NOISE, OF THIS DEVELOPMENT. THIS PROJECT DOES NOT STAND ALONE BUT MAKES FEASIBLE OTHER ELEMENTS OF THAT PACKAGE. THUS THE ISSUES IN REALITY ARE THE ECONOMIC VITALITY OF THE CENTRAL CITY, PRESERVATION OF ^{THE} RESIDENTIAL NEIGHBORHOOD, A STEP AWAY FROM URBAN SPRAWL TOWARD A MUCH MORE ENERGY EFFICIENT URBAN ORGANIZATION AND ALSO TO A MUCH BETTER USE

OF JUNK INVESTMENTS IN STREETS, UTILITIES AND OTHER PARTS OF THE CAPITAL FRAMEWORK THAT WE SIMPLY CANNOT AFFORD TO DUPLICATE IN THE SUBURBS. THE OREGON TRANSPORTATION COMMISSION HAS RECOGNIZED THIS AS EVIDENCED BY ITS COMMITMENT OF SUBSTANTIAL STATE FUNDS IN THE CURRENT IMPROVEMENT OF N. GOING ST.

THE TRANSPORTATION COMMISSION AND THE FEDERAL HIGHWAY ADMINISTRATION HAVE ALREADY BEEN WILLING TO MODIFY THEIR TRAFFIC STANDARDS FOR BROADER PUBLIC GOALS AS ILLUSTRATED BY RECENT MODIFICATIONS TO THE MARQUAM BRIDGE AND THE BANFIELD FREEWAY. IN FACT THE ISSUE MIGHT BE PHRASED - "SHALL THE FREEWAY BE DEGRADED FOR THE BENEFIT OF THE CITY OR SHALL THE CITY BE DEGRADED FOR THE BENEFIT OF THE FREEWAY?" THE FULL ANSWER TO THESE PROBLEMS LIES IN THE AGGRESSIVE COMPLETION OF A BALANCED TRANSPORTATION SYSTEM INCLUDING A SUBSTANTIAL TRANSIT ELEMENT.

THE CITY REQUESTS THE OPPORTUNITY TO MAKE A PRESENTATION OF THIS PROJECT REQUEST TO THE FULL TRANSPORTATION COMMISSION AT A MUTUALLY AGREEABLE TIME. IN PREPARATION FOR THIS WE ASK THAT COPIES BE MADE AVAILABLE TO US OF ALL OF THE TECHNICAL DATA REFERRED TO IN THE STAFF REPORT AND ALSO ANY OTHER PERTINENT DATA.

VERY TRULY YOURS

November 20, 1975

Mr. Robert Bothman
Assistant State Highway Engineer
Oregon State Highway Division
5821 NE Glisan Street
Portland, OR 97213

Dear Mr. Bothman:

Your notice of disapproval of the project to connect North Greeley Avenue to I-5 is extremely disappointing to the City and simply cannot be left to stand unchallenged. The staff report of September 16th bases this rejection on very narrow grounds, principally the conflict of trucks entering the freeway at this point.

The issues involved in this project are much broader than the operational characteristics of the freeway and deserve consideration at the highest policy level. This project came to the City Council as a recommendation of the Swan Island Task Force as a part of a package of recommendations with the purpose of permitting the full development of the Swan Island Industrial Park and at the same time mitigating the environmental impact, mainly truck noise, of this development. This project does not stand alone but makes feasible other elements of that package. Thus the issues in reality are the economic vitality of the central city, preservation of the residential neighborhood, a step away from urban sprawl toward a much more energy efficient urban organization and also to a much better use of sunk investments in streets, utilities and other parts of the capital framework that we simply cannot afford to duplicate in the suburbs. The Oregon Transportation Commission has recognized this as evidenced by its commitment of substantial state funds in the current improvement of North Going Street.

The Transportation Commission and the Federal Highway Administration have already been willing to modify their traffic standards for broader public goals as illustrated by recent modifications to the Marquam Bridge and the Banfield Freeway. In fact the issue might be phrased--"Shall the freeway be degraded for the benefit of the City or shall the City be degraded for the benefit of the freeway?" The full answer to their problems lies in the aggressive completion of a balanced transportation system including a substantial transit element.

Mr. Robert Bothman

-2-

November 20, 1975

The City requests the opportunity to make a presentation of this project request to the full Transportation Commission at a mutually agreeable time. In preparation for this we ask that copies be made available to us of all of the technical data referred to in the staff report and also any other pertinent data.

Very truly yours,

Neil Goldschmidt
Mayor

Connie McCreedy
Chairman, Swan Island Task Force

bg

7
CONNIE McCREADY
COMMISSIONER



104.24
DEPARTMENT OF
PUBLIC WORKS

CITY OF PORTLAND
OREGON

DRAFT

RECEIVED
NOV 14 1975

Mr. Robert Bothman
Assistant State Highway Engineer
Oregon State Highway Division
5821 NE Glisan Street
Portland, OR 97213

City of Portland
Bureau of Planning

Dear Mr. Bothman:

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Mr. Robert Bothman

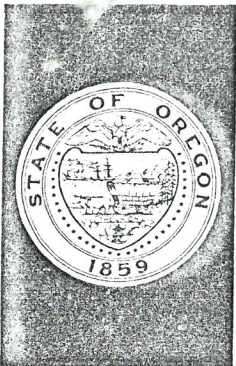
-2-

November 13, 1975

The City requests the opportunity to make a presentation of this project request to the full Transportation Commission at a mutually agreeable time. In preparation for this we ask that copies be made available to us of all of the technical data referred to in the staff report and also any other pertinent data.

Very truly yours,

WSD:bg



BOB STRAUB
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

OREGON STATE HIGHWAY DIVISION

November 7, 1975

Telephone 238-8226

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

COWLES MALLORY
City Engineer
400 Southwest Sixth Avenue
Portland, OR 97204

The Oregon State Highway Division has reviewed your request for development of a northbound and a southbound ramp connection between I-5 and Northeast Greeley Avenue at the East Fremont Bridge interchange. The conclusions are that the adverse effects of the proposed project on I-5 are unacceptable, and the application cannot be approved.

Attached, for your information, are reports from the Road Design Engineer that summarize data prepared by both the planning and traffic staff.

ebg
R. N. BOTHMAN
Ass't. State Highway Engineer

ebg

attachment

cc: Neil Goldschmidt
Connie McCready
Bill Dirker
Ernie Bonner

RECEIVED
NOV 10 1975

City of Portland
Bureau of Planning

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

September 16, 1975

FROM: *J. H. Versteeg*
J. H. Versteeg
Road Design Engineer

SUBJECT: North Greeley
Pacific Highway I-5
FAUS Project

TO: E. S. Hunter
Deputy State Highway Engineer

| | | | | | | |
|----------------------------|-------|-----|-----|------|-----|------|
| RECEIVED STATE HWY ENGR | | | | | | |
| SEP 23 '75 | | | | | | |
| REFER TO | | | | | | |
| FOR | | | | | | |
| Info | Inves | R/D | D/R | Sign | Act | File |
| | | | | | | |

I have reviewed the City of Portland's request to initiate the Greeley Street extension to I-5 in the East Fremont Interchange and have the following comments.

The design for the section of I-5 through the East Fremont Interchange was approved in July 1961. Projected traffic for the 1975 design year was 50,000 ADT. This traffic projection was made based on having the I-205 Freeway constructed along the 39th Avenue route in east Portland.

Currently the section is carrying 86,000 vehicles a day, projected traffic in 1990 is 94,000 with I-205 completed and 102,000 ADT without an I-205 Freeway. This section of I-5 is operating at level of service "E" (unstable flow, momentary stoppages) due to lane capacity. In four years (at 5% yearly increase) this will be at level of service "F" (forced flow, many stoppages) due to lane capacity or, in the northbound direction, due to weave problems if there is any increase in weaving volumes.

The design for the East Fremont Interchange Section was approved in May of 1967. Design criteria for weave lengths, ramp locations, etc., was based on limited experience with pre-1960 freeway operations.

Weaving lengths used in 1975 for given volumes of traffic are three times the values used in the 1960-1965 era. Operational experience has shown that the design criteria weave length and ramp placements used in the 1965 design are unsatisfactory causing congestion and reduced capacity.

Mr. John Hanks of the Planning Section in his letter of April 4, 1975, had the following comments. "The addition of the proposed Greeley Avenue Ramps is expected to reduce the level of service to "E" (unstable flow) due to the increased number of weaving maneuvers. Any future increase in peak-hour volume on the Greeley Avenue or Fremont Bridge ramps is likely to result in a bottleneck section creating PM periods of stop-and-go traffic. The slower speed of trucks merging in the auxiliary freeway lane with high speed traffic creates a hazardous accident potential during off-peak periods."

L. E. George, Traffic Engineer, in his letter of February 28, 1975, states, "The proposal would result in a new exit from the freeway approximately 700 feet from an existing exit. Although it would be possible to sign for the new exit, it would be difficult and is not recommended. The substandard distance between the two exits would not allow for proper advance signing of the second exit and would not allow any supplemental guide signs (such as SWAN ISLAND NEXT RIGHT).

"There are also several other problems involved in this proposal:

- "1. The northbound exit to the Fremont Bridge will be reduced from two lanes to one lane.
- "2. The proposed ramps will increase traffic on the freeway and result in additional weaving movements on a section of the freeway where there is already a problem with weaving.
- "3. The proposed southbound entrance, which will be used as a truck route, involves an upgrade approach to the freeway. This will result in trucks entering the freeway at very low speeds.
- "4. The proposal includes an at-grade intersection of Mississippi Avenue with the proposed freeway ramps, which is potential safety hazard.

"In summary, it appears that this proposal is not desirable from a traffic operations and safety standpoint."

A letter from the Road Design Section dated April 14, 1975, contains the following statement.

"The Greeley connections to I-5 would create additional congestion and weaving problems, reduce capacity of the freeway, lower the level of service and will significantly increase vehicle accidents in this section of I-5."

Informal discussions with the FHWA indicate their attitude toward the Greeley ramp connections to I-5 is as follows:

1. The approval of the 1967 design for the East Fremont Interchange having connections for service to the east is considered a completed design for the East Fremont Interchange.
2. The Greeley connections to I-5 are considered new accesses to the Interstate freeway. The local office would recommend against permitting connections if formally presented to them. They feel sure the Washington office would do likewise based on the recommendation of the local FHWA office.
3. Highway safety and increased capacity on the freeway systems are two very important areas of concern to the FHWA. The connection of the proposed Greeley ramp to I-5 would adversely affect the highway safety and capacity of the section/freeway.

It has been suggested that when I-205 is complete in 1982 that the traffic volume demands will decrease on this section of I-5. A more realistic appraisal, because of the location of I-205 and the question of when it may ultimately be completed, is that traffic demands on this section of I-5 for the foreseeable future will exceed those of 1975.

As I-5 (with I-405) is the only north/south transportation corridor crossing the Columbia River within a reasonable distance of Portland, its capacity to provide service must be carefully protected. The regional and inter-regional importance of this facility must be recognized and it should not be compromised to resolve a local traffic problem.

Based on our review of the proposed Greeley ramp connections to I-5 we would have to recommend against this proposal. Operationally there is just no way that the truck traffic from the proposed Greeley ramps can be safely added to the existing traffic on I-5 - congestion and increased accident rates would be inevitable.

JHV:jh

THE CITY OF
PORTLAND



OREGON

OFFICE OF
PLANNING AND DEVELOPMENT
GARY E. STOUT
ADMINISTRATOR

BUREAU OF
PLANNING

ERNEST R. BONNER
DIRECTOR

424 S.W. MAIN STREET
PORTLAND, OR. 97204

PLANNING
503 248-4253

ZONING
503 248-4250

MEMORANDUM

November 6, 1975

TO: MAYOR GOLDSCHMIDT
FROM: BILL DIRKER, TRANSPORTATION COORDINATOR
RE: GREELEY TO I-5 RAMP PROJECT

I unofficially understand you will receive a letter dated today from Bob Bothman that the Greeley to I-5 Ramp Project is unacceptable to the Highway Division and our project request is rejected. The ramifications are extensive and affect the development of the Swan Island Industrial Park, the Port's financial position, the nighttime truck route, the residential neighborhood and regional development patterns.

I have not seen the letter. However I understand it is probably based upon their traffic section's concern with the merging and weaving movement.

I suggest you consider an immediate response asking for a complete, detailed technical justification for this decision. We then will be in the position to have qualified people independently analyze it. Based on this analysis we may be able to offer alternative recommendations and to pursue the matter through other channels.

BD:ce

10/15/75

Basis - Living Interchanges

Category 2 - Check Orig. Action Plan.

Major - Significant

EIS - Check State & Fed requirements

Note Maximum Effort - Acoustic, Air, Urban

DEQ Indirect Source Rules - check rules & criteria.

What is required now?

Introduces - from Island Transport Study

Sw. Is. T.F. Resolution - Note Voting members.

Resolves most issues

Greely - I-5 Ramps

P.1A - "Efforts to help use --- as a major truck route" - check T.F.

P.2 - Typical feature - 2 single lane ramps

P.2 - Gen. Inform. - "Access to N. Mississippi & N. Interstate (not bridge)
TO & FROM I-5 --- will be prohibited

OR - "This Assessment is to be deemed invalid"

P.2A - "Allow access to I-5 southbound for traffic on INDIAN AVENUE south
of CANYON INTERSECTION." WHAT DOES THIS MEAN?

P.2B - Last P - ? what does this mean.

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213

FILE: 74-5

October 3, 1975

FROM: MAX J. KLOTZ
Metro Planning Engineer

SUBJECT: Greeley Ave. Connection to I-5
Environmental Assessment.

TO: GARY POTTER
Environmental Manager

The attached assessment is forwarded for your approval as a document to supersede the original environmental assessment on the subject project.

mb

Attachments

cc: Hal Versteeg
Glen Pierce

RECEIVED
OCT 8 1975
City of Portland
Bureau of Planning

Oregon State Highway Division
PROJECT ENVIRONMENTAL ASSESSMENT

Date 10/3/75

A. PROJECT IDENTIFICATION

Name of Project Greeley Ave. Connection to I-5
(Section)
Location of Project N. Greeley Ave. FAU No. 0895
Pacific Highway (I-5) ORE No. 1
(Highway Name) (Highway No., US - ORE)
Portland (City) (County) Metro (Region)
Program FAU \$3.24 million
(Funding) (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To provide north and southbound ramp connections between I-5 and Greeley Avenue at the East Fremont Bridge Interchange. The purpose is to reduce the volume of truck traffic on Going Street between I-5 and Greeley Avenue.

Origin and History: The Swan Island access issue was revived in 1974 when the Portland City Council held a series of hearings for the N. Going Street widening project. As a result, a Swan Island Task Force was created and charged with developing alternative

C. DESCRIPTION OF PROJECT

(continued on Page 1A)

Length Approximately 2,000'

Termini Intersection of Greeley and Interstate Ave. to I-5 at about N.E. Russell St.

Alignment ☒ New ☐ Existing ☐ Combined

ORIGIN AND HISTORY, cont.

second-access routes for consideration.

In early 1975, the Task Force recommended implementation of the Greeley Ave. to I-5 ramp connection and the Basin/Going interchange as an interim solution to the need of increasing transportation capacity to Swan Island via a routing other than N. Going Street. Subsequently, both projects were submitted to CRAG for inclusion in the Regional Transportation Improvement Program.

Currently, N. Going Street is the sole access to Swan Island. Noise generated by heavy truck traffic using this access is incompatible with the adjacent residential land use and has resulted in a history of resident complaints and organized neighborhood efforts to halt the use of Going St. as a major truck route.

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Project will be developed within state owned right-of-way.

Typical Section Two single lane ramps to be designed.

Structures Two ramp connections to I-5, and a possible grade separation at N. Mississippi Ave.

Characteristics (ADT) 1974 ADT for I-5: A) 0.30 mile south of Going Street Interchange - 99,600. B) 0.40 mile south of Stadium Freeway (I-405) - 85,800.

1975 ADT for Greeley Ave. between N. Going St. and Interstate Ave. - 8,386

Other General Information (or Supplemental information to items) (continued on Page 2A)

This assessment is based on the assumption that access for N. Mississippi Ave. and N. Interstate Ave. (north of Greeley intersection), to and from I-5 by use of the proposed connection, will be prohibited through a yet to be determined design means. Otherwise, this assessment is to be deemed invalid and further preliminary environmental investigation should ensue.

(continued on Page 2A)

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

A) No build

B) Other alternatives, which will be determined after additional investigation, are limited to intersection designs at N. Mississippi Ave. and at Interstate Ave. e.g., grade separation v.s. at-grade crossing at Mississippi Ave.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☐ Not Required ☒ Required ☐ Recommended

Type _____

Tentative Date(s) _____

A-95 Review: ☐ Not Required ☒ Required

CHARACTERISTICS (ADT), cont.

1975 traffic volume on N. Going St. at Swan Island Industrial Park point of entry - 26,000 vehicles per day (trucks account for approximately 16% of daily traffic).¹

OTHER GENERAL INFORMATION, cont.

Currently, 70% of the Swan Island truck traffic has a southern or eastern origin-destination, with the remaining 30% traveling to or from the north.² The project proposes that 70% of the trucks would therefore utilize the Greeley/I-5 ramps out of preference, or, if necessary, the use of this route would be enforced.

As proposed, this project will allow access to I-5 southbound for traffic on Interstate Ave. south of Greeley intersection. This will include truck traffic from Union Pacific Railroad yards (see appended map) and other adjacent industrial operations. Truck volumes generated from this area are in the neighborhood of 200 vehicles per day.³ Many of these truck trips are local in nature and it is not known what percentage would potentially use the proposed ramps.

Other projects, currently under investigation, which may affect or will be affected by this proposal are:

- 1) I-205, Columbia River - Lake Road - The eventual goal of phase 1 (Greeley/I-5) and phase 2 (Basin/Going interchange) is to contribute toward increasing access capacity of Swan Island to an eventual 4,500 vehicles during the peak hour. I-5 currently cannot accommodate this kind of peak hour traffic volume, hence it is being anticipated that the timing will be such that when I-205 is completed, these projects will be completed and I-5 will then be able to accommodate the 4,500 peak hour demand.
- 2) Basin/Going St. Interchange - The construction of a grade separation to increase intersection capacity.

(continued on Page 2B)

1 Skidmore, Owings & Merrill, System Design Concepts, Inc., Swan Island Transportation Study, July 31, 1975, pg. 6.

2 City of Portland, Traffic Section, August 1975.

3 Ibid.

OTHER GENERAL INFORMATION, cont.

- 3) E. Fremont Bridge Interchange Multi-Use Project - An effort to improve, landscape, and develop the vacant land under the E. Fremont Interchange through the "multi-use" concept. The inclusion of mini-parks, vegetation, parking lots, etc. is being studied.
- 4) Swan Island Nighttime Truck Route - A proposed temporary truck route, which will affect all Swan Island truck traffic traveling southbound to I-5 or northbound from I-5, until the Greeley/I-5 ramps are available for use. The proposed route is shown in Addendum No. 3.

Concurrent with efforts to solve the problem of noise impacts on residents along N. Going St., the Swan Island Task Force has addressed the need to expand Swan Island non-rail, land access capacity. Further development of Swan Island Industrial Park, which is currently only 50% developed, is precluded by the lack of additional access capacity. A study prepared by a Port of Portland consultant (System Design Concepts, Inc., Skidmore, Owings & Merrill) has identified a multi-component means of providing additional capacity, among which, the Greeley/I-5 and Basin/Going Interchange projects are recommended as a two phase proposal. The task force has generally concurred with this recommendation and the projects subsequently became part of the Regional Transportation Improvement Program. If the Greeley/I-5 proposal is considered singularly as a distinct project, it is expected that the project's implementation will be a viable step toward reducing truck traffic on N. Going St. However, the construction of Basin/Going Interchange would serve to eventually negate the beneficial effect the Greeley/I-5 ramps would have on Going St. residential area by allowing the planned expansion of Swan Island, hence, increasing the total amount of traffic accessing the industrial park.

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The project area consists of a variably sloped, man-modified topography lying immediately adjacent to the Willamette River floodplain. Elevation ranges from 50 to 110 feet above mean sea level. The East Fremont Bridge interchange overlies the project site with columns supporting the elevated structure occurring throughout. Vegetation in the interchange/project area is limited to infrequently mowed grass cover and several low trees and shrubs. On the periphery, however, planted trees and shrubs occur in a greater abundance. Bare dirt areas are evident under the lower portions of the interchange where inadequate sunlight precludes the growth of vegetation.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Land use in the immediate project area is entirely dominated by the elevated East Fremont Bridge interchange and I-5. Neighboring railroad and industrial land use occurs to the southwest on the Willamette River floodplain. Two hospitals and a school occur within a radius of several blocks from the project site. The city of Portland has two equipment and maintenance yards which abut the interchange area to the east and north. The remaining land use is a mix of commercial, light industrial, and degraded residential. Traffic noise from the overhead interchange and I-5 is excessive and dominates other emission sources in the area. Air quality is probably poor due primarily to the heavy traffic volume overhead. The project area has generally little aesthetic appeal.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

No additional right-of-way will be required.

Consequences: N/A

2. Estimated Changes in Traffic Patterns:

- A) Swan Island traffic with a southern or eastern origin-destination would use Greeley Ave. access rather than the currently used Going St., leaving only traffic traveling to and from the north on Going Street. (cont. on Page 4A)

Consequences:

- A) Given the intended expansion of Swan Island development, this pattern change would result in a short-term improvement in noise impacts and air quality for residents along Going St. access. (continued on Page 4A)

3. Estimated Changes in Land Use:

Project will assist in increasing the land access capacity to Swan Island.

Consequences:

Expanded industrial and commercial land use on Swan Island is planned to result.

4. Expected Adverse Effects on Natural Ecological Resources:

Indirectly, the project will increase the likelihood of industrial expansion on Swan Island, which is currently only 50% developed.

Consequences:

Consequent environmental impacts from increased industrial expansion.

5. Expected Adverse Effects on Cultural and Scenic Resources:

- A) A substantial increase in weaving conflicts on I-5 as a result of adding proposed ramps (see attached traffic analysis - Addendum No. 2)
(continued on Page 4A)

Consequences:

- A) An unsafe condition may result

- B) " " " " " "

2. ESTIMATED CHANGES IN TRAFFIC PATTERNS, cont.

- B) The project may attract some traffic from the Union Pacific yards and adjacent industrial areas, hence, changing their current patterns of travel.
- C) Stanton St. will be closed east of Albina Ave.

CONSEQUENCES, cont.

- B) Added traffic volumes for proposed ramps.
- C) Traffic between the city's Stanton and Albina yards will have to use the Graham St. - Mississippi Ave. route, which will add approximately one block of additional travel one way.

5. EXPECTED ADVERSE EFFECTS ON CULTURAL AND SCENIC RESOURCES, cont.

- B) An undesirable speed differential would occur between slow moving trucks and higher speed vehicles in the freeway auxilliary lane of I-5 due to the addition of the proposed ramps (see Addendum No. 2).

6. Preliminary Identification of Areas of Critical Environmental Concern:

The potentially hazardous conditions which would occur on I-5 as a result of this project.

7. Potential for Controversial Issues:

- A) Unsafe conditions which will be created on I-5
- B) Project's adequacy in dealing with air and noise impacts on residents along N. Going St. truck route.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL
IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

| Personnel | EFFORT REQUIRED* | | |
|----------------------|------------------|---------|---------|
| | Minimum | Average | Maximum |
| Biologist | | | |
| Urban Economist | | | |
| Water Quality Spec. | | | |
| Acoustical Engineer | | XXXX | |
| Air Quality Engineer | | XXXX | |
| Cultural Geographer | | | |
| Urban Planner | | XXXX | |
| Geologist | | | |

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal type-written report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. PROJECT (ACTION PLAN) CLASSIFICATION:

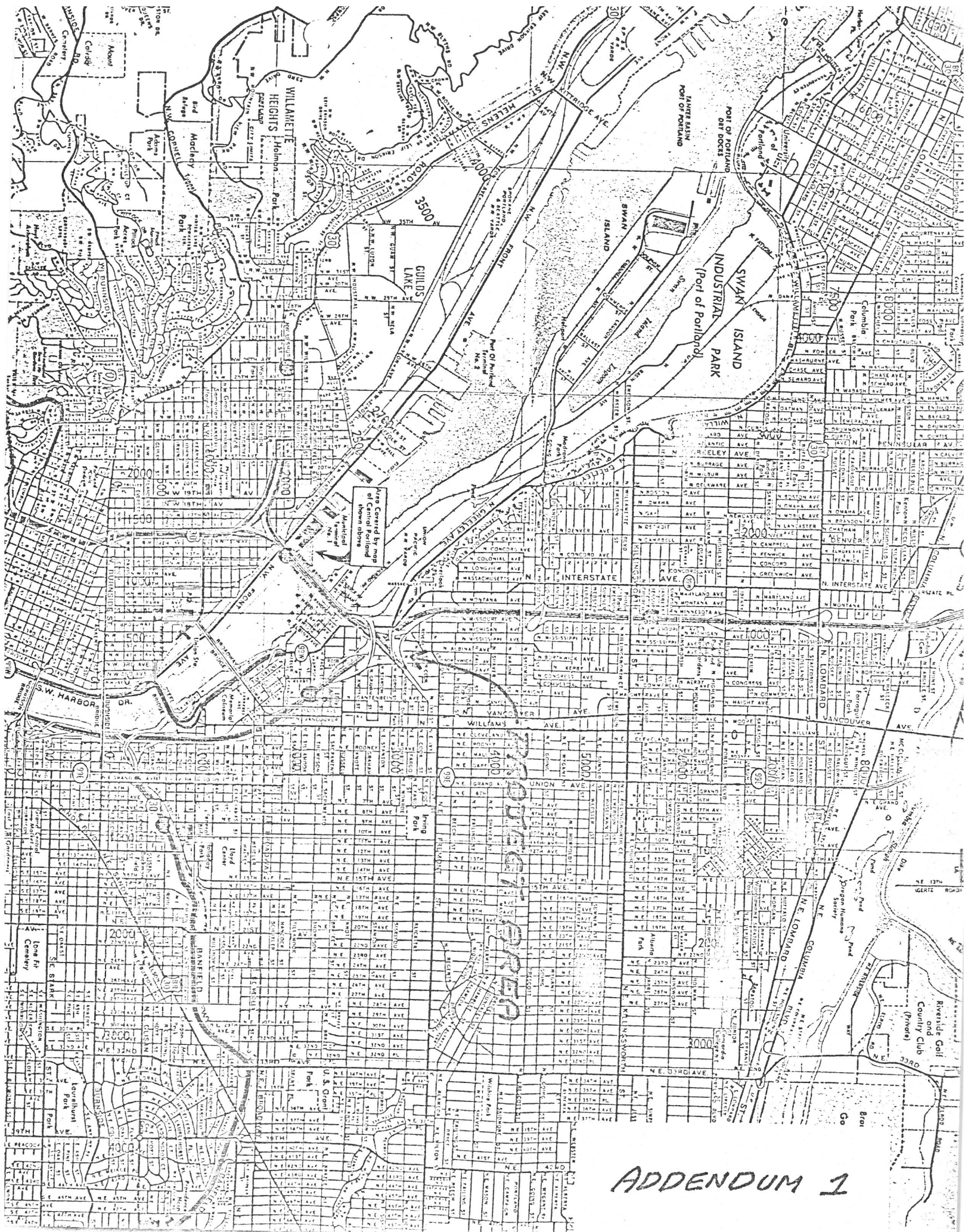
☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

J. TYPE OF ACTION

☒ Major Action
☐ Significant ☒ Non-Significant
☐ Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

| | |
|---|--|
| <input type="checkbox"/> Draft EIS | <input type="checkbox"/> Section 4(f) |
| <input type="checkbox"/> Final EIS | <input checked="" type="checkbox"/> Negative Declaration |
| <input type="checkbox"/> Supplemental Draft EIS | <input type="checkbox"/> State-Wide Negative Declaration |
| <input type="checkbox"/> Supplemental Final EIS | <input type="checkbox"/> Preliminary EIS |
| <input type="checkbox"/> Assessment Only | <input type="checkbox"/> Other _____ |





STATE OF OREGON
Department of Transportation

INTEROFFICE MEMO

| | |
|------------|----------|
| PREFIX NO: | 546-1917 |
| FILE CODE: | 310 |

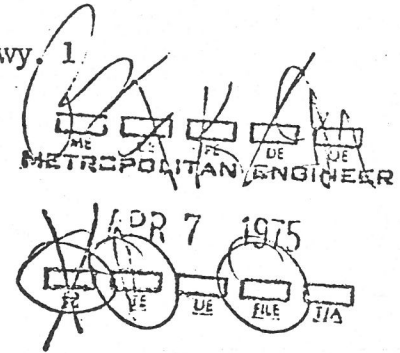
TO: J. H. Versteeg
Design Engineer

FROM: John Hanks
Project Analysis Supervisor

DATE: April 4, 1975

File No.: Hwy. 1

SUBJECT: Greeley Avenue Ramp Connections
Pacific Highway I-5
Fremont Bridge-Broadway Section



An analysis was performed to evaluate the operational and level of service impacts of adding a southbound entrance ramp from Greeley Avenue to I-5 between the Fremont Bridge entrance ramp and the Broadway exit ramp. This ramp connection has been proposed by the City of Portland to relieve the undesirable impact of trucks currently routing via Going Street.

The 1975 PM peak-hour volumes were analyzed to determine whether immediate adverse effects can be expected. Two significant impacts became apparent.

1. A substantial increase in weaving conflicts.
2. An undesirable speed differential between slow moving trucks and higher speed vehicles in the auxiliary freeway lane.

Weave Analysis

The weaving conflicts are schematically illustrated by Figure 1. The existing condition shows 1,060 vehicles in a weave conflict. With the addition of the Greeley Avenue On-Ramp, a multiple weave section is created (two on-ramps followed by an off-ramp). The number of vehicles involved in weaving conflicts increases to 1,590, a 50 percent increase.

Operationally, the Greeley Avenue On-Ramp can be expected to create unstable traffic flow, (level of service "E"). Through traffic will jam the median lane attempting to avoid the weaving maneuvers taking place in the right lane. Operating speeds will reduce and a potential bottleneck section will result.

It should be emphasized that current PM peak-hour volumes were analyzed. Future increases in peak-hour traffic is likely on both the Fremont Bridge and the Greeley Avenue ramps. The completion of I-505 is expected to increase Fremont Bridge ramp traffic, while any expansion of Swan Island development will increase the Greeley Avenue ramp. If these anticipated peak-hour increases occur, periods of forced flow (stop-and-go conditions) are expected on the freeway.

ADDENDUM No. 2

An analysis was also completed for northbound traffic during the AM peak hours. Similar increases in weaving conflicts were revealed when a Greeley Avenue Off-Ramp was assumed. Unstable flow conditions are predicted during the AM peak-hour for northbound traffic as well.

Speed Differential Analysis

The grade profile of the proposed on-ramp indicates 900 feet at a two percent grade followed by 700 feet of five percent grade before leveling at the merge with the I-5 Freeway. Average truck speeds entering the freeway auxiliary lane are calculated at approximately 25 MPH. Merging conflicts in the auxiliary lane between the slow moving trucks (25 MPH) and higher speed traffic from the Fremont Bridge can be anticipated. During off-peak periods, an undesirable speed variance of over 25 MPH can be expected at the merge point. Erratic maneuvers are likely to take place creating a hazardous accident potential.

Based on truck volume counts, it is estimated that approximately 700 trucks per day will enter I-5 via the proposed on-ramp. This estimate assumes all southbound trucks from Swan Island to I-5 will be routed via the proposed on-ramp.

Summary

The addition of the proposed Greeley Avenue Ramps is expected to reduce the level of service to "E" (unstable flow) due to the increased number of weaving maneuvers. Any future increase in peak-hour volume on the Greeley Avenue or Fremont Bridge ramps is likely to result in a bottleneck section creating PM periods of stop-and-go traffic.

The slower speed of trucks merging in the auxiliary freeway lane with high speed traffic creates a hazardous accident potential during off-peak periods.

JH:ap

Attachments

cc: E. S. Hunter

R. N. Bothman

ME CS PE DE OE
METROPOLITAN ENGINEERS

APR 7 1975

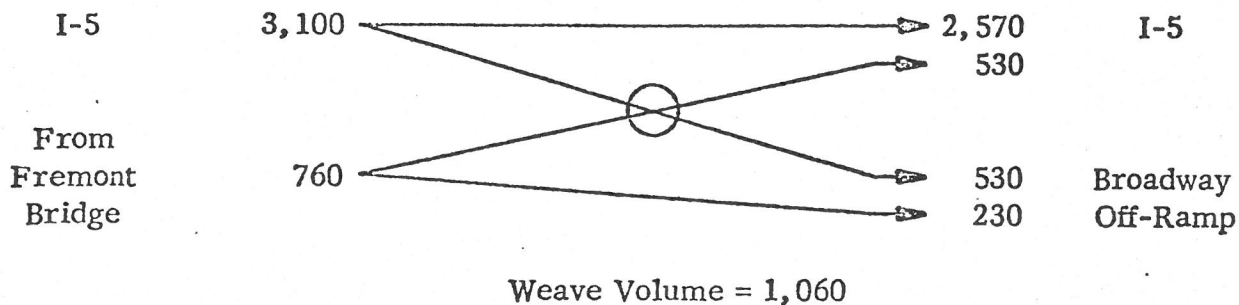
EP TE UE FILE JIA

FIGURE 1

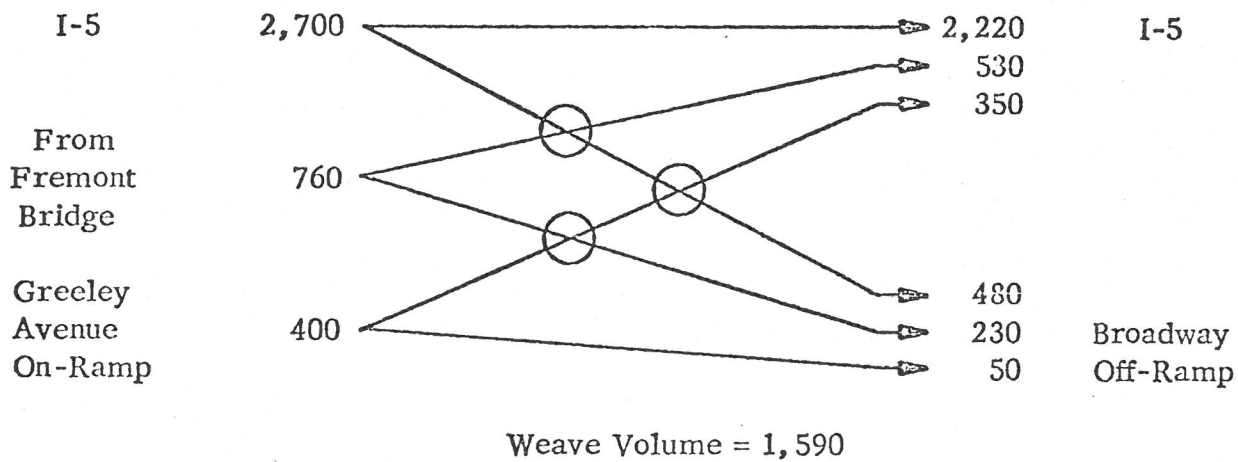
EASTBANK FREEWAY I-5
FREMONT BRIDGE - BROADWAY SECTION

Weave Analysis Comparison
1975 PM Peak-Hour Volumes

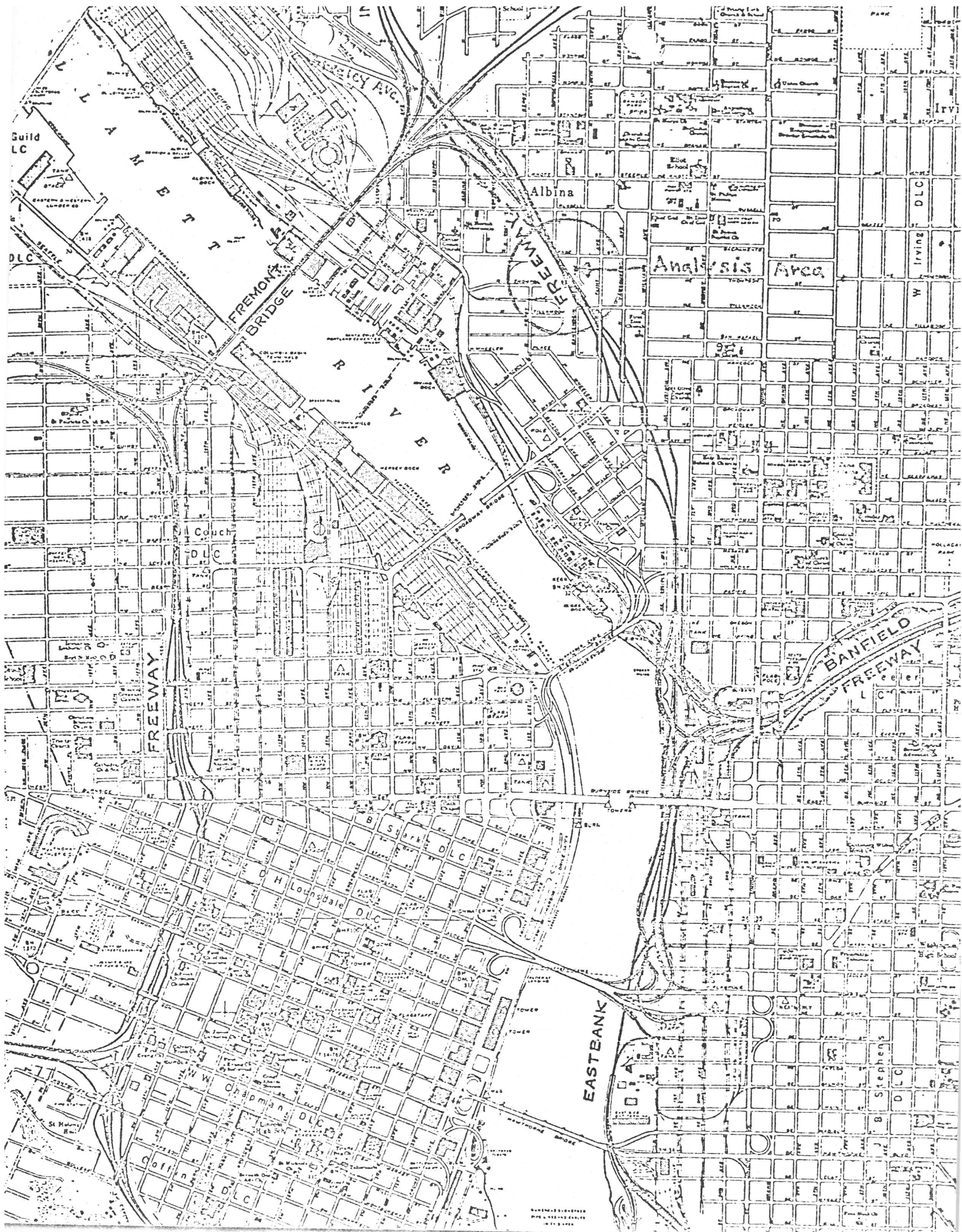
EXISTING CONDITION

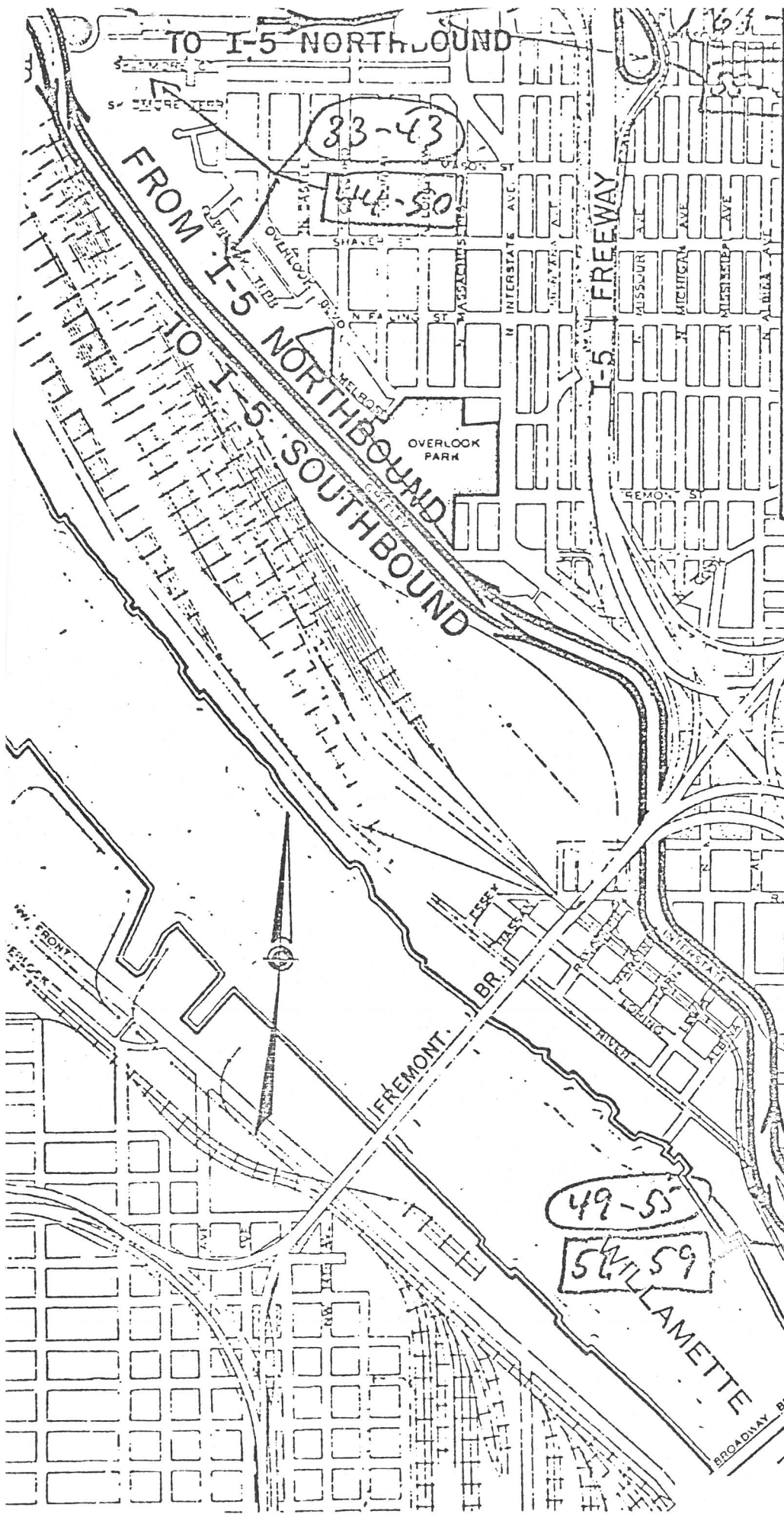


WITH GREELEY AVENUE ON-RAMP ADDED
(MULTIPLE WEAVE)



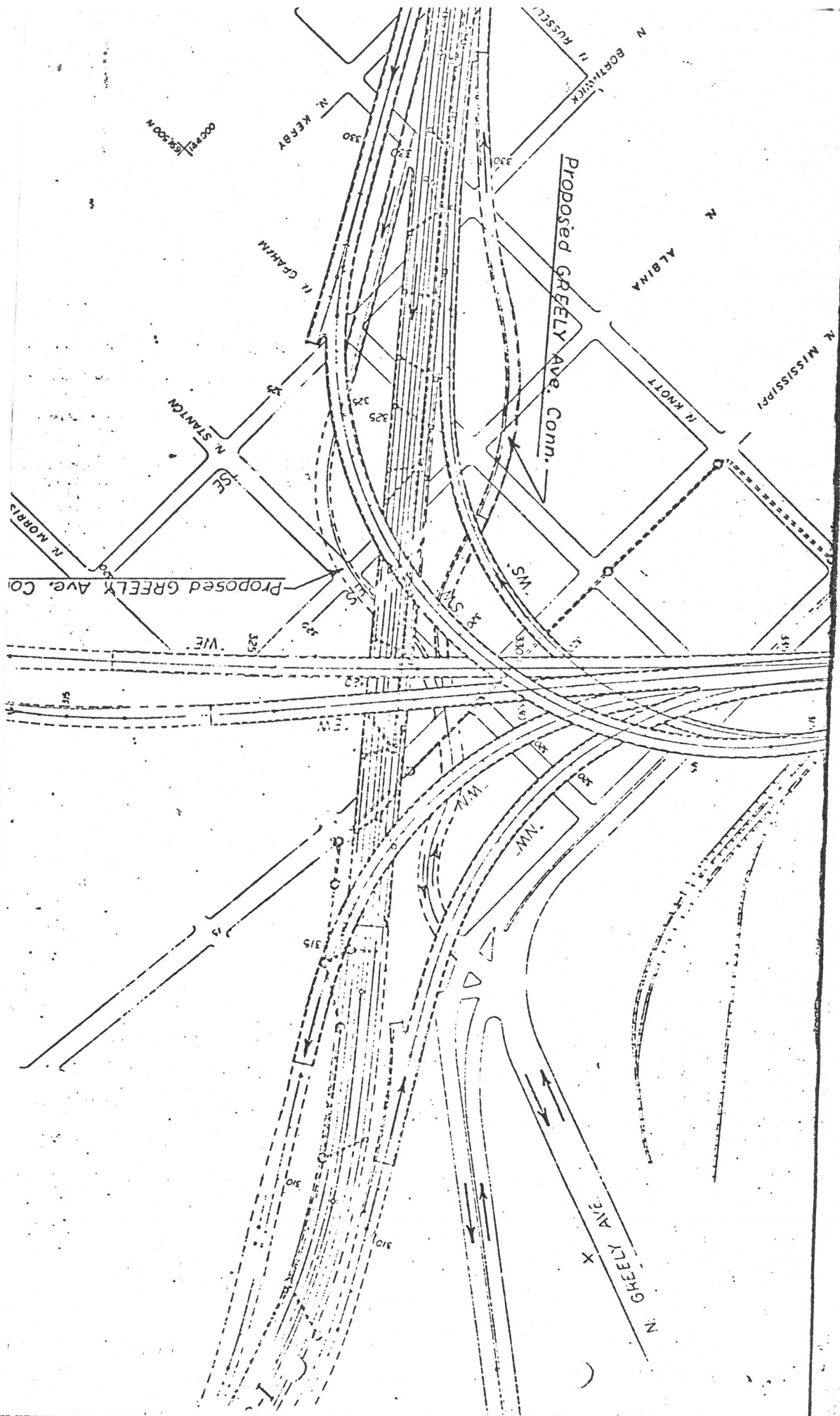
○ = Weave Maneuvers





PROPOSED ^{PB2}
TRUCK ^{BEFORE}
ROUTES ^{AFTER}
SWAN ISLAND
TO
INTERSTATE FREEWAY
11 P.M. TO 6 A.M.

REVISED 5/6/75
CITY OF PORTLAND, OREGON
DEPT. OF FINANCE & ADMINISTRATION
BUREAU OF TRAFFIC ENGINEERING
NEIL GOLDSCHMIDT.....COMMISSIONER
D. E. BERGSTROM....TRAFFIC ENGINEER
6-74



THE CITY OF
PORTLAND



OREGON

OFFICE OF
PLANNING AND DEVELOPMENT

GARY E. STOUT
ADMINISTRATOR

BUREAU OF
PLANNING

ERNEST R. BONNER
DIRECTOR

424 S.W. MAIN STREET
PORTLAND, OR. 97204

PLANNING
503 248-4253

ZONING
503 248-4250

14 August 1975

Jeff Kaiser
Environmental Section
Metropolitan Office, OSHD
5821 NE Glisan Street
Portland, Oregon

FILE COPY

Dear Jeff:

This is to further clarify our current FAU project requests.

"Greeley to I-5 Ramps" should be the title, not "Swan Island Access." The project would begin about 200 ft. west of the Greeley-Interstate Avenue junction and connect to existing stub ramps on I-5 south of Fremont Bridge using all new facility on existing State owned right-of-way. The attached drawing illustrates at least one variation.

The "access discussion paper" of 1/10/75 identifies Greeley as Section F3 in Table 3 and Footnote 2, 3 and 4. The "evaluation outline" of 2/19/75 may also provide some information.

Regarding the Basin-Going Interchange, the intent of this project is to provide 3 free flowing grade separated lanes in each direction, without signals. Signals limit the capacity of the intersection to 3300 peak hour vehicles. Grade separated lanes can carry 1500 each or a total of 4500. The drawing you have was an earlier scheme showing 1 ramp from Basin to Going outbound. An inbound elevated ramp could connect Going to channel and inbound Basin traffic could have a free right turn at grade. Outbound channel traffic could enter Going at grade if Basin were blocked off from entering Going outbound at grade. If any additional right-of-way is required it is all owned by the Port and is being held open until a design is adopted. Thus, no dislocation.

Very truly yours,

Bill
William S. Dirker
Transportation Coordinator

cc Glenn Pierce

WSD:bn

8/5/75

RE GREELEY TO I-5 RAMP

(CALLED NORM. BUCHHELMAN AT PORTLAND DEVELOPMENT COMMISSION.
TO BRING HIM UP TO DATE ON STATUS OF THIS PRELIM ENG. PROJECT.
HE IS RESPONSIBLE TO DEVELOP, WITH OSHD, A LONG TERM
PLAN AND PROJECT UNDER EAST APPROACH TO FREMONT BRIDGE.
THIS IS IN SAME AREA AS RAMP. STANTON YARD IS
ALSO ADJACENT. THEY TELL HIM THEY DO NOT WANT MORE LAND.

ACTUAL PREL. ENG. ON RAMP SCHEDULED TO BEGIN IN NOV.
WE WILL KEEP EACH OTHER INFORMED OF STATUS OF BOTH
PROJECTS.

WSD



July 30, 1975

RECEIVED
JUL 31 1975

City of Portland
Bureau of Planning

DEPARTMENT OF
PUBLIC WORKS

CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

Robert N. Bothman
Metropolitan Engineer
Oregon State Highway Division
5821 NE Glisan Street
Portland, OR 97213

Dear Mr. Bothman:

By this letter we are requesting the initiation of the Greeley Street Extension to I-5 project. In this regard, we have enclosed a Project Request form and a Project Environmental Assessment.

This project has the prior approval of the City Council and is included in the FY 76 Annual Element of the Regional Transportation Improvement Program.

We would appreciate your consideration of this project request at your earliest convenience. Please contact Glen Pierce, phone 248-4643, if we may provide additional information or assistance.

Sincerely,

COWLES MALLORY
City Engineer

GRP:kp

Encl.

cc: Commissioner McCready
Bill Dirker
Gary Stout
Don Bergstrom

THE CITY OF
PORTLAND



OREGON

July 28, 1975

OFFICE OF
THE MAYOR

NEIL GOLDSCHMIDT
MAYOR

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

Mr. Joe Edgar
Secretary-Treasurer
Teamsters
Local Union No. 162
1020 N. E. 3rd Avenue
Portland, OR 97232

Dear Joe:

This is to confirm my support of the proposal to extend Greeley Avenue to Interstate 5.

The project is to be funded under the Federal Aid Urban (FAU) Program. Preliminary engineering is scheduled to begin in November, 1975 and funds are available to start construction in 1976. Since the project depends in part on the 1976-77 allocation of federal dollars, funding to completion can't be guaranteed, but it is as secure as it can be at this point. As you are aware, there are still technical, political and administrative hurdles to jump at various stages of the process, many of them out of our direct control. But, if all goes smoothly, the project should be completed in 1977. I am personally committed to such a completion date and will support the City actions needed to meet it.

Please let me know if I can be of further assistance.

Sincerely,

Neil Goldschmidt

NG:bsr

cc: L. B. Day
Commissioner McCready
attn: Bil Lind
Mike Lindberg



OREGON

DEPARTMENT OF
PUBLIC WORKS

CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

July 25, 1975

MEMORANDUM

To: John Lang, City
Bob Kyle, City
Bob Rector, City
Bill Dirker, City
Mario Martini, City
Bob Bothman, OSHD
Max Klotz, OSHD
Ken Limbocker, OSHD
Jeff Kaiser, OSHD
Ken Johnsen, Port
Arlee Reno, Port

From: Glen Pierce *Glen Pierce*

Subject: Basin/Going; Greeley to I-5

This memo summarizes the main points discussed at yesterday's meeting concerning initiation of preliminary engineering on the above two projects.

The following process applies to project initiation:

1. City submits project request form and environmental assessment to OSHD through Metro Office.
2. OSHD completes environmental assessment (in cooperation with City) and forwards to FHWA for concurrence. Concurrently, OSHD prepares A-95 review and also prepares project agreement.
3. City executes project agreement and makes advance deposit of local share of P.E. costs.
4. FHWA approves preliminary engineering program. Preliminary engineering authorized to begin.

Basin/Going Interchange

Tentative schedule is as follows:

1. Early-August - City project request documents submitted to OSHD.
2. Mid-October - OSHD completes work on environmental assessment, A-95, and project agreement.
3. November - Project Agreement to Council for Execution.
4. November - Preliminary engineering authorized to begin.

Basin/Going Interchange (continued)

Project responsibilities will be as follows:

1. City will prepare preliminary environmental assessment and preliminary environmental impact statements. City will prepare preliminary plans, specifications, and estimates, and will hold any required public hearings.
2. State will prepare final environmental assessment and final environmental impact statements. State will prepare final plans and contract documents.

The local share of this project will be paid by the Port. To expedite the process, however, the City should make the Advance Deposit and then be reimbursed by the Port. The City and Port should enter a separate agreement for the reimbursement.

The Swan Island Task Force should be considered for use as a vehicle for citizen participation and public hearings.

Greeley to I-5 Ramps

Tentative schedule is as follows:

1. July 31 - City Project request documents to OSHD.
2. Mid-October - OSHD completes work on environmental assessment, A-95, and project agreement.
3. November - Project agreement to Council for execution.
4. November - Preliminary engineering authorized to begin.

Project responsibilities will be as follows:

1. City will prepare very rough environmental assessment.
2. State will prepare the final environmental assessment and all environmental impact statements, and will conduct all public hearings. The State will prepare all preliminary and final plans, specifications and estimates.

Coordination between the City, State and other agencies will be accomplished through a Technical Committee.

The State will explore the possibility of Interstate funding for this project.

THE CITY OF
PORTLAND



OREGON

OFFICE OF
PLANNING AND DEVELOPMENT
GARY E. STOUT
ADMINISTRATOR

BUREAU OF
PLANNING
ERNEST R. BONNER
DIRECTOR

424 S.W. MAIN STREET
PORTLAND, OR. 97204

PLANNING
503 248-4253

ZONING
503 248-4250

FILE COPY

May 21, 1975

TO: Robert Bothman
Metropolitan Engineer, Highway Division

FROM: Bill Dirker *Q*
Transportation Coordinator

SUBJECT: Greeley to I-5 Ramps

The preliminary engineering of this project will be undertaken by the Highway Division beginning next fiscal year. In the establishment of a technical advisory committee I ask that you include our Bureau of Facilities Management. They are undertaking a study of the Stanton Yard and have interests and knowledge that are pertinent. The individual to establish contact with is John Sparks, Bureau of Facilities Management, 1020 SW Front Avenue, 248-4380.

The city's liaison person with your office regarding the utilization of the land under the East Front Bridge approach should also be included in any technical advisory committee. This is Norm Beukelman, Portland Development Commission, 1700 SW Fourth Avenue, 224-4800.

rjc

THE CITY OF
PORTLAND



OREGON

OFFICE OF
PLANNING AND DEVELOPMENT

GARY E. STOUT
ADMINISTRATOR

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

20 December 1974

FILE COPY

MEMORANDUM

TO: Mike Lindberg, Public Works Administrator
FROM: Bill Dirker, Transportation Coordinator
SUBJECT: Greeley Avenue Extension

The Swan Island Task Force has recommended that the first stage of improvement to Swan Island access be the extension of Greeley Avenue from the intersection of Greeley and Interstate Avenue to a connection with the I-5 Freeway using the previously designated Rose City Freeway stub ramps. The 1974 construction cost estimate by the Highway Division is 2.4 million which is escalated to 3.0 million in 1976 which is the earliest it could be undertaken. Eight percent of 3.0 million is \$240,000 which is budgeted for the engineering of this project. We will recommend the preliminary engineering be undertaken as soon as possible using Federal Aid Urban Funds. This could actually be done by the State but would require an 11% City share. I have discussed this with Bob Kyle and I understand you are preparing to include it in your capital improvements package for the next fiscal year. If it did progress more rapidly and was initiated during the current fiscal year, I understand there may be some budget adjustments that could be made to accommodate this circumstance. We do understand that the capital construction cost may or may not qualify for interstate funding and that this will be budgeted in future fiscal years.

BD:bn

cc Terry Schrunk
Bill Lind
Bob Bothman

PROJECT SUMMARY

APPLICANT AGENCY City of Portland
 ROUTE NAME N. Greeley Avenue FAU NO. 0895
 PROJECT TITLE Swan Island Access
 PROJECT LENGTH 1.5 miles PROJECT LOCATION See location map
 PROJECT DESCRIPTION Develop south bound spur route from Swan Island via N. Greeley Avenue to intersection with N. Interstate Avenue; thence, continuing southerly on proposed new ramps connecting to I-5, southbound, using an existing ramp stub of Fremont approach structure. Estimated project cost \$3½ million. Preliminary Engineering by OSHD.

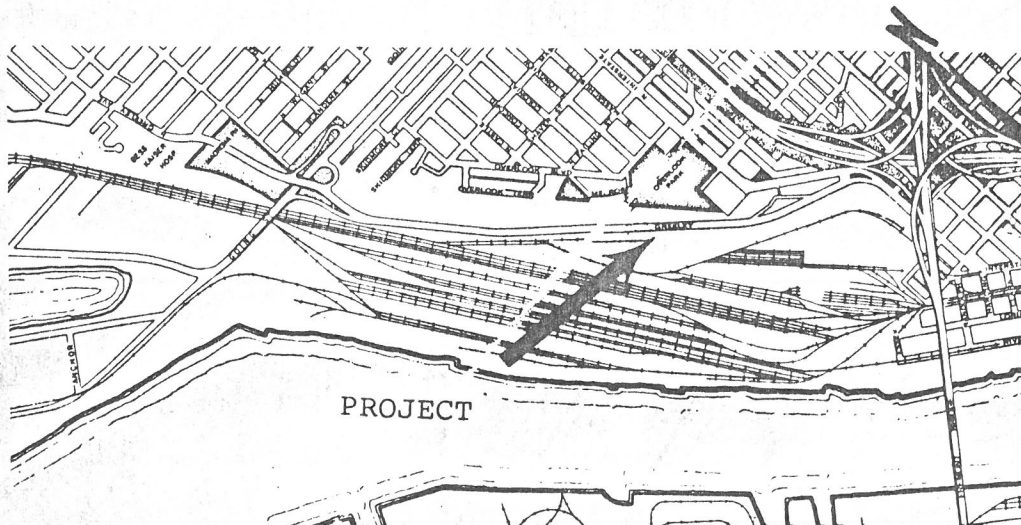
APPLICANT'S ESTIMATE OF PROJECT COST

| | | |
|-------------------------|----|---------|
| ROADWAY WORK | \$ | - |
| RIGHT OF WAY | | - |
| TRAFFIC CONTROL | | - |
| ILLUMINATION | | - |
| STRUCTURES | | - |
| RAILROAD | | - |
| OTHER | | - |
| PRELIMINARY ENGINEERING | | 240,000 |
| TOTAL | \$ | 240,000 |

SCHEDULE AND FUNDING PLAN

| | FY <u>76</u> | FY <u> </u> | FY <u> </u> | FY <u> </u> | FY <u> </u> | TOTAL |
|------------|--------------|--------------|--------------|--------------|--------------|---------|
| TOTAL | \$ 240,000 | | | | | 240,000 |
| FHWA | \$ 187,200 | | | | | 187,200 |
| UMTA | \$ | | | | | |
| STATE | \$ 26,400 | | | | | 26,400 |
| LOCAL | \$ 26,400 | | | | | 26,400 |
| STATE BOND | \$ | | | | | |
| | \$ | | | | | |

LOCATION:



RESOLUTION NO. 31543

WHEREAS, City staff has evaluated qualified projects within the City using the following criteria:

- I. Highway Project Rating System
- II. Transit Project Evaluation
- III. External Economic Impact
- IV. Internal Financial Impact

WHEREAS, the projects are all classified as segments of the Federal Aid Urban System, or are eligible for Federal Aid Urban System funding, and are parts of the regional transportation plan, and

WHEREAS, the projects are in the public interest for reasons of safety, capacity, social and economic betterment, and mass transit efficiency; now, therefore,

BE IT RESOLVED, by the Council for the City of Portland that the Columbia Region Association of Governments be requested to allocate Federal Funds from the unappropriated balance of the Federal Aid Urban Fund to initiate in Fiscal Year 1976, preliminary engineering, acquisition of right-of-way, and construction of the improvements in the priority order as indicated hereafter:

| Project | Phase of Work | FUND REQUIREMENT | | | |
|-------------------------------|--------------------|------------------|---------|--------|-----------|
| | | Federal | State | City | Total |
| 1. Holgate Bridge | Pre.Eng. | 195,000 | 27,500 | 27,500 | 250,000 |
| 2. Columbia Blvd.- Burr/W.C.L | " " | 156,000 | 22,000 | 22,000 | 200,000 |
| 3. " " Burr/Oswego | Constr. | 702,000 | 99,000 | 99,000 | 900,000 |
| 4. Banfield HOV Lanes | Pre.Eng. & Constr. | 901,000 | 254,000 | - | 1,155,000 |
| 5.* Barbur Transit Lanes | Pre. Eng.& Constr. | 273,000 | 38,500 | 38,500 | 350,000 |
| 6. FAU Reconnaissance & | Pre. Eng. | 78,000 | 11,000 | 11,000 | 100,000 |
| 7. Terwilliger Bridge | Pre. Eng. | 244,000 | 34,500 | 34,500 | 313,000 |
| 8. CRAG Transportation | Pre. Eng. | 78,000 | 11,000 | 11,000 | 100,000 |
| 9. Signal Modernization | Constr. | 345,000 | 49,000 | 49,000 | 443,000 |

(continued)

| Project | Phase of Work | FUND REQUIREMENT | | | |
|--------------------------------------|---------------|------------------|---------|---------------------|-----------|
| | | Federal | State | City | Total |
| 10.* Greeley to I-5 | Pre.Eng. | 187,200 | 26,400 | 26,400 | 240,000 |
| 11. Basin-Going Interchange | Pre.Eng. | 187,200 | 26,400 | (26,400)** | 240,000 |
| 12. New Signals (Project by Project) | Const. | 132,000 | 17,000 | 17,000 | 166,000 |
| 13. Front Avenue | Const. | 1,202,800 | 169,600 | 169,600 | 1,542,000 |
| 14. Halsey | Const. | 227,000 | 32,000 | 32,000 | 291,000 |
| 15. Bertha | Pre.Eng. | 37,000 | 5,250 | 5,250 | 47,500 |
| 16. Vermont | Pre.Eng. | 14,800 | 2,100 | 2,100 | 19,000 |
| TOTAL | | 5,099,000 | 844,750 | 564,350 26,400** | 6,534,500 |

* Previously approved by City Council

** Funds to be supplied by Port of Portland

BE IT FURTHER RESOLVED that the City of Portland will provide the local matching funds of \$ 44,500 for the following Projects previously approved by the Columbia Region Association of Governments under the National Energy Conservation Action Plan and for which funds have been obligated by State and Federal Authorities, and

| | | | | | |
|--------------|---------|---------|--------|--------|---------|
| Grand Avenue | Constr. | 195,000 | 27,500 | 27,500 | 250,000 |
| 82nd Signals | Constr. | 132,000 | 17,000 | 17,000 | 166,000 |
| | | 327,000 | 44,500 | 44,500 | 416,000 |

BE IT FURTHER RESOLVED by the Council of the City of Portland that matching funds in the amount of 11% (\$564,350) will be made available for financing the City's share of the improvements and that the City will continue to operate and maintain the proposed improvements that are the City's responsibility to the extent that FY 65/76 budgeting resources are available.

Adopted by the Council **MAR 19 1975**

George Yerhovich

Auditor of the City of Portland

SWAN ISLAND TASK FORCE
Report to Council Conference
1/14/75

Introduction

1. Task Force Formed Last August
2. Held Several Committee and Subcommittee Meetings
--Participation Has Been Excellent (Refer to Roster)
3. Work Program of August 13 Had 3 Objectives.
 - (1) To provide adjacent residences with relief from noise at least environmental and economic cost to others.
 - (2) To create a compatible environment for the Swan Island Industrial Park, including the Going Street access, without seriously reducing the housing inventory and at a reasonable cost to all parties.
 - (3) To foster the growth of the Swan Island Industrial Park as a place of employment by providing adequate access for goods and people consistent with the objectives above and to support a policy to reduce reliance on the single occupant auto for the home-to-work trip.

The second and third were assigned to the Task Force. The first, relief from noise, was addressed by the Council with a nighttime truck route but was not supported by the State Transportation Commission.

4. About 6 Months Have Passed And We Have Definite Progress to Report. However, Our Work Is Not Complete.

Greeley Extension (Bob Bothman - OSHD)

1. On Council Calendar this week is a Resolution by Commissioner McCready introduced in response to our recommendation. This requests CRAG to allocate a total of \$24,000 FAU funds for Preliminary Engineering to connect Greeley to I-5 Freeway South of Fremont Bridge (See map). Local share (11%) of \$27,000 is in budget process for next year. We urge this be given a high priority by the Council. The total construction has a preliminary cost estimate of \$3 million.

2. Results of this Action

- a. When completed, substantial truck noise relief (60% to South)
- b. It's an achievable improvement.
 - (1) All Property Owned By State - No Private Relocation
 - (2) Funds are Available and Can Be Obligated Within Federal Expiration Dates - Otherwise We May Well Lose FAU Funds We Can't Obligate In Time.
- c. Makes Good Use Of This Underused (10% of Capacity) Arterial with Minimal Impacts - Few Residences, Few Traffic Conflicts.
- d. Contributes Well To Full Solution That We Are Still Working On.

FULL SOLUTION

- 1. Soon we will recommend preliminary engineering project for grade separation at Going and Basin. Details being developed. We've asked the Port to consider financial participation in this project. We may recommend they pay all of local share on grade separation and the City on Greeley Extension or share both 50/50. To be negotiated.
- 2. Other improvements still being studied and report to Council later.
- 3. Stress we are considering a full comprehensive solution including the needs of business activities, the Port and the Neighborhood.
- 4. Extension of Greeley to Mocks Bottom, under Kaiser Hospital is also being considered.

TRANSIT IMPROVEMENTS (Dick Ball, Freightliner)

- 1. Employers' group established and active.
- 2. Stress Tri-Met CarPool Marketing Program.
- 3. Now have 4 express buses to Swan Island arriving about 7 a.m. - then return to regular peak hour service.
Tri-Met will add 5 more when details worked out with Employers.
Meet next week.

4. Aim is to Reduce Traffic by 1000 cars in 2 years - results encouraging - both express bus and car pool.
5. Other route adjustments are under study - Decision awaits response to new fare structure started this week.
 - a. Extend Bridge Transfer line to Swan Island
 - b. Extend Killingsworth Line to 82nd
 - c. Start a Downtown Shuttle

GOING STREET RESIDENTIAL COMPATIBILITY

We have not forgotten the problems of the residents affected by the noise and traffic on Going Street. We will be asking for continuing studies and plans to develop a realistic and working program.

WSD:bg

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Applicant Agency City of Portland Date February 4, 1975
Federal Aid System Route No. 0895 Route Name N. Greeley Avenue
Project Name Swan Island Access
Project Length 1.5 miles Project Location (Attached sketch map)
Project Description Develop south bound spur route from Swan Island via N. Greeley Avenue to intersection with N. Interstate Avenue; thence, continuing southerly on proposed new ramps connecting to I-5, southbound, using an existing ramp stub of Fremont approach structure. Estimated project cost \$3 1/2 million.
Preliminary Engineering by OHD.
Average Daily Traffic 11,450 Design Speed 45 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 56' Travel Lanes 4 Shoulders 6' West, 8' East
Medians No Parking 8' East Side
Sidewalks No
Other _____

2. Desired Roadway Cross Section: (Attach sketch) *

Width _____ Travel Lanes _____ Shoulders _____
Medians _____ Parking _____
Curbed _____ Length Curb Radii _____
Sidewalk/Bikeway _____
Other _____

FOOTNOTES: * Existing roadway on Greeley will not be altered.

Justification: Reduction of noise and air pollution in residential neighborhood. Added safety for pedestrians.

7
Description of Proposed Roadway Work Provide connection from
N. Greeley Avenue to new ramps connecting to I-5.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 70' Minimum 7-' Maximum 72'

2. Will Additional Right-of-Way Be Needed? No Explain Greeley Avenue
will not be widened, and OSHD controls R/W under East Fremont Interchange.
Some public street R/W might be vacated.

3. Will cost of additional right-of-way be included in project or will
applicant acquire without cost to project?

4. Will there be any persons displaced from their homes, farms or businesses?
No If so, explain

5. Will this project affect any park or recreation facility? No
If so, explain

III. TRAFFIC CONTROL DATA

1. Existing Signalization: At intersection of Interstate Avenue and
N. Greeley Avenue

2. Proposed Signalization:

Location Same as existing

Type

Phases

Type of Suspension

Interconnected

Other

FOOTNOTES:

7

3. Permanent Signing:

Include in project or by applicant? Include in Project

4. Permanent Striping:

Include in project or by applicant? Include in project.

IV. ILLUMINATION DATA

1. Present Illumination and Location: 400 Watt Mercury Vapor on wood poles
with overhead wiring on both sides of Greeley Avenue

2. Proposed illumination:

Location Existing illumination to remain
Type _____

V. STRUCTURE DATA

1. Existing Structure: NONE

Location _____

Type _____

Size _____

To Remain in Place? _____

2. Proposed Structure:

Location New ramps leaving grade near intersection of Interstate
Avenue and Greeley Avenue and connecting to Fremont approach structure
ramp stubs.

Is a particular type of structure and design desired? Complimentary to
existing East Fremont Interchange structures.

Approximate size of proposed structure 2000' Long x 24' Wide

Are sidewalk/bikeways desired? No

Are any utilities to be attached to structure? Possible

FOOTNOTES: _____

Are provisions for illumination desired? Yes

Are there any unusual or complicating conditions? No

VI. RAILROAD DATA NONE

1. Are there any railroad crossings? Location

Type of existing crossing

Existing crossing protection

Name of Railroad

Number of tracks: Mainline Siding Total

Angle of Intersection

Sight distance: (Direction) Distance

(Direction) Distance

Number of Trains: Passenger Speed

Freight Speed

2. Will existing railroad crossing be altered?

VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections

2. Applicant's Estimate of Cost for Requested Project:

| | | |
|---------------------------------------|---|--------------------------------|
| Roadway Work | } | \$ <u> </u> |
| Right-of-Way Costs (If participating) | | <u> </u> |
| Traffic Control | | <u> </u> |
| Illumination | | <u> </u> |
| Structures | | <u>3,000,000</u> |
| Railroad | | <u> </u> |
| Other | | <u> </u> |
| Preliminary Engineering | | <u>240,000</u> |
| PROJECT TOTAL | | \$ <u>3,240,000</u> |

FOOTNOTES:

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of Portland, Oregon

By

By

By County

By

By

TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT SCHEDULE AND SUPPORTING COST ESTIMATE

PROJECT TITLE N Greeley Avenue/N Interstate/Ramps to I-5 (Swan Island) DATE Jan. 29, 1975

REQUESTING AGENCY City of Portland CONTACT PERSON Kyle PHONE 4642

LOCAL PRIORITY RANK 6/10 IMPLEMENTATION RESPONSIBILITY: STATE X LOCAL

PROJECT IS: URBAN SYSTEM X PRIORITY PRIMARY URBAN EXTENSION UMTA STATE BOND

SCHEDULE AND FUNDING PLAN

LEGEND:
ACTIVITY ☐
EVENT ☒

| ITEM DESCRIPTION | FISCAL YEAR | | | | | | Item Cost \$ |
|-------------------------|-------------|-----------|-------|-------|-------|-------|--------------|
| | 19 76 | 19 77 | 19 78 | 19 79 | 19 80 | 19 81 | |
| Preliminary Engineering | 240,000 | | | | | | 240,000 |
| Hearing | | | | | | | |
| Authorization | | | | | | | |
| Construction | | 3,000,000 | | | | | 3,000,000 |
| TOTAL | 240,000 | 3,000,000 | | | | | 3,240,000 |
| FHWA | 187,200 | 2,340,000 | | | | | 2,527,200 |
| UMTA | | | | | | | |
| STATE | 26,400 | 330,000 | | | | | 356,400 |
| LOCAL | 26,400 | 330,000 | | | | | 356,400 |
| STATE BOND | | | | | | | |

REQUESTOR COMMENTS: Improvement to serve southbound traffic to and from I-5/Swan

Island -- Estimated to carry 30% of traffic and relieve N Going Street.

CRAQ PROJECT NO.

CRAQ RANKING

CRAQ APPROVALS:

TTAC

BOARD

Oregon State Highway Division
PROJECT ENVIRONMENTAL ASSESSMENT

Date February 3, 1975

A. PROJECT IDENTIFICATION

Name of Project N. Going Street to Fremont Bridge
(Section)

Location of Project - N. Greeley Avenue, N. Interstate Avenue US 99W AND I-5
(Highway Name) (Highway No., US - ORE)

Portland Multnomah METRO/Region I
(City) (County) (Region)

Program Federal Aid Urban \$3,240,000 0895
(Funding) (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To reroute southbound Swan Island truck traffic that currently uses
N. Going St. This will reduce noise and air pollution in the residential neigh-
borhood along N. Going Street.

Origin and History: Project resulted from N. Going St. public hearing held in
October of 1973.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 1.5 miles

Termini N. Going Street and Fremont Bridge

Alignment (new or existing) Existing Greeley Avenue will be used. New ramps to the
Fremont Bridge on State right of way.

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Existing 70 ft. right-of-way will
be utilized. State right-of-way will be used for ramps.

Typical Section Existing 4 travel lanes will be used.

Eiffeway None

Structures Ramps to Fremont Bridge to be constructed.

Additional Facilities

Access Control

Materials

Borrow and Waste Disposal

Special Construction Methods

Characteristics (ACT) 11,450 ADT

Other General Information (or Supplemental information to items)

Project Sketch Map is Attached: ☐ Yes ☒ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

(1) Use existing Greeley Avenue and construct ramps.

(2) No build

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) _____

Public Hearing(s) Schedule: ☐ Not Required ☒ Required

Type _____

Tentative Date(s) _____

A-95 Review: ☐ Not Required ☒ Required

Date Submitted _____

Date Received _____

Expected Coordination with Local, State and Federal Agencies Portland, CRAG,

OSHD, FHWA, Port of Portland

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation Overlook Neighborhood Association.

F. STATUS OF PROJECT DEVELOPMENT

OSHD

FHWA

| Status | Date |
|---|-------|
| <input type="checkbox"/> Survey Authorization | _____ |
| <input type="checkbox"/> Reconnaissance | _____ |
| <input type="checkbox"/> Field Location | _____ |
| <input type="checkbox"/> Office Location | _____ |
| <input type="checkbox"/> Field Prel. Design | _____ |
| <input type="checkbox"/> Office Prel. Design | _____ |
| <input type="checkbox"/> Final Design | _____ |
| <input type="checkbox"/> Contract Plans | _____ |

| Status | Date |
|--|-------|
| <input type="checkbox"/> Systems Planning | _____ |
| <input type="checkbox"/> Prel. Engineering | _____ |
| <input type="checkbox"/> Corridor Approval | _____ |
| <input type="checkbox"/> Design Approval | _____ |
| <input type="checkbox"/> Plans, Specifications and Estimates Approval | _____ |

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.) _____

A high bluff parallels the east side of N. Greeley Avenue. It is heavily
covered by grasses, brush, and trees. Some small animal life in this area.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Single family
residences located on top of bluff overlooking N. Greeley Avenue. Overlook
Park and Kaiser Interstate Clinic are also located on the bluff. Union Pacific
Railroad yard is located west of Greeley Avenue.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: None

Consequences:

2. Estimated Changes in Traffic Patterns: Truck traffic now using Going Street will be directed to Greeley and Interstate Avenue and connect with I-5 south-bound via the Fremont Bridge approach structure.

Consequences: Traffic, noise, air pollution decrease on Going Street and increase on Greeley, Interstate.

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use: None

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources: None

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources: None

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

Increased noise, air pollution along Greeley and Interstate Avenue.

7. Potential for Controversial Issues: Possible objection to increased traffic and accompanying noise, air pollution on Greeley and Interstate. Residents on bluff above Greeley will possibly object.

8. Potential Consistency of Proposal with (complete when applicable):

- a. Clean Air Implementation Plans Decreased air pollution on Going Street, increased air pollution on Greeley and Interstate Avenue. Need detailed study.
- b. Noise Standards Decreased noise on Going Street, increased noise on Greeley and Interstate Avenues. Need detailed study.
- c. Water Quality Standards Consistent

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

| PERSONNEL | EFFORT REQUIRED* | | |
|----------------------|------------------|---------|---------|
| | Minimum | Average | Maximum |
| Biologist | | | |
| Urban Economist | | | |
| Water Quality Spec. | | | |
| Acoustical Engineer | | | X |
| Air Quality Engineer | | | X |
| Cultural Geographer | | | |
| Urban Planner | | | |
| Geologist | | | |

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal type-written report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -

(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -

(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -

(Typing, Graphics)

REGION -

(Environmentalist, Resident Engineer)

OTHER -

MAJOR ACTION

☒

NON-MAJOR ACTION:

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐

Category 1

☒

Category 2

☐

Category 3

☐

Category 4

K. TYPE OF DOCUMENTATION RECOMMENDED

☒

Draft EIS

☒

Final EIS

☐

Supplemental Draft EIS

☐

Supplemental Final EIS

☐

Section 4(f)

☐

Negative Declaration

☐

State-Wide Negative Declaration

☐

Preliminary EIS

☐

Other

PROJECT: N. GREELEY AVE - SWAN ISLAND to I-5.

EVALUATION OUTLINE

WEIGHTING SCHEME

RATING

I. NON-USER CONSIDERATIONS

| | | | 1 | 2 | 3 |
|----|---|----|---|----|---|
| 1. | <u>Complies with City and/or County Comp. plan</u> | | | | 1 |
| | . with an officially adopted plan | 3 | 3 | -1 | |
| | . with an unadopted plan | 1 | | | |
| | . no plan | -1 | | | |
| | . conflicts with plan | -3 | | | |
| 2. | <u>Local Community Reaction</u> | | | | |
| | . support for project | 4 | 4 | | |
| | . no reaction/ mixed reaction | 0 | | | |
| | . opposed to project | -4 | | | |
| 3. | <u>Effect on Community Services and Public Safety</u> | | | | |
| | . positive | 3 | 3 | 0 | 3 |
| | . none | 0 | | | |
| | . negative | -3 | | | |
| 4. | <u>Community Recreation</u> | | | | |
| | . opportunities increased | 3 | | | |
| | . no net impact | 0 | | | |
| | . opportunities reduced | -3 | | | |
| 5. | <u>Neighborhood Effects</u> | | | | |
| | . none | 7 | 7 | | 7 |
| | . minor | 0 | | | |
| | . major | -7 | | | |
| 6. | <u>Economic Impact in Project Vicinity</u> | | | | |
| | . improves | 5 | | | |
| | . no change | 0 | 0 | 0 | 5 |
| | . impairs | -5 | | | |
| 7. | <u>Air Pollution</u> | | | | |
| | . decrease | 4 | | | |
| | . no change | 0 | 0 | 0 | 2 |
| | . increase | -4 | | | |
| 8. | <u>Noise Pollution</u> | | | | |
| | . decrease in residential area | 4 | | | |
| | . decrease in commercial area | 2 | | | |
| | . no change | 0 | 0 | -2 | 2 |
| | . increase in commercial area | -2 | | | |
| | . increase in residential area | -4 | | | |

EVALUATION OUTLINE CONTINUED:

EVALUATION OUTLINE

WEIGHTING SCHEME

RATING

| | | |
|---|-----|------------|
| 9. <u>Aesthetic Impact on General Public</u> | | 1 2 3 |
| . favorable | 2 | |
| . mixed | 0 | |
| . unfavorable | -2 | -2 0 3 |
| 10. <u>Urban Design</u> | | |
| | +4 | |
| | 0 | 0 0 3 |
| | -4 | |
| <hr/> | | |
| II. <u>REGIONAL CONSIDERATIONS</u> | | |
| 1. <u>Supports public transportation</u> <u>(within 5 years)</u> | | |
| . provides special facilities such as exclusive lanes | 8 | |
| . buses operating in mixed traffic | 4 | 4 2 3 |
| . no public vehicles | 0 | |
| 2. <u>Functional Classification</u> <u>(existing system)</u> | | |
| . principal arterial | 4 | |
| . minor arterial | 3 | 3 2 3 |
| . collector | 2 | |
| . local | 1 | |
| 3. <u>Traffic Need Time Schedule</u> | | |
| . present | 4 | 4 4 4 |
| . one to five years | 2 | |
| . six years or longer | 0 | |
| 4. <u>Enhancement of Transportation System</u> | | |
| . last link | 6 | 6 |
| . intermediate link | 3 | 3 3 3 |
| . first link | 0 | |
| 5. <u>Regional Urban Systems Effects</u> | | |
| | +10 | |
| | 0 | 10 5 |
| | -10 | 0 |

III. HIGHWAY USER CONSIDERATIONS

1. Construction cost/av. daily

Passenger Mile

| | |
|-----------------|----|
| . \$50 or less | 10 |
| . \$51-55 | 9 |
| . \$56-65 | 8 |
| . \$66-75 | 7 |
| . \$76-90 | 6 |
| . \$91-105 | 5 |
| . \$106-125 | 4 |
| . \$126-145 | 3 |
| . \$146-170 | 2 |
| . \$171-200 | 1 |
| . \$201 or more | 0 |

WEIGHTING SCHEME

RATING

| | | |
|---|---|---|
| 1 | 2 | 3 |
|---|---|---|

4 4 4

2. Volume/ Capacity Ratio

| | |
|------|----|
| 1.20 | 10 |
| 1.10 | 8 |
| 1.00 | 6 |
| .85 | 4 |
| .70 | 2 |
| .50 | 0 |
| .50 | -2 |

3 2 1

3. Travel Time Ratio (Average before improvement/ Average after improvement)

| | |
|------------------|----|
| . 2.0 or greater | 10 |
| . 1.9 | 8 |
| . 1.8 | 6 |
| . 1.7 | 4 |
| . 1.6-1.5 | 2 |
| . 1.4 or less | 0 |

0 0 0

4. Safety

| | |
|---|----|
| . Section has an extremely high accident experience | 15 |
| . Section has above average accident experience | 8 |
| . Section has average or lower accident experience | 0 |

10 5 5

NOTE: Use only ONE SCORE per category

Perfect score = 116

Worst score = -51

TOTAL SCORE

RATING

59 23 53

45

GREELEY CONNECTION
TO I-5

EVALUATION OUTLINE

WEIGHTING SCHEME

I. NON-USER CONSIDERATIONS

1. Complies with City and/or
County Comp. Plan

This connection is not on any plan. Ramps shown on unadopted plan connecting to Rose City Freeway which has been dropped.

-1

2. Local Community Reaction

Swan Island Task Force consisting of neighborhood, industrial, transportation and government interests unanimously endorse this project. Overlook Neighborhood Assoc. supported task force endorsement.

+4

3. Effect on Community Services
and Public Safety

Some improvement in access by reinforcing emergency vehicles.

+1

4. Community Recreation

No effect on recreational opportunities.

0

5. Neighborhood Effects

Substantial benefit to Going Street residential area by truck noise reduction. Coupled with Basin-Going interchange it will permit additional industrial employment at Swan Island. Minimum negative effects, only minor diversion of access to Public Works Stanton Yard.

+4

6. Economic Impact in Project Vicinity

Coupled with Basin-Going Interchange it will permit at least 1400 additional employees at Swan Island. (See Basin-Going data.) It will also improve access to Union Pacific TOFC/COFC Yard and to industries adjacent to Interstate Avenue between Greeley and Broadway.

+4

7. Air Pollution

Probably insignificant air pollution effect as air quality dominated by very large traffic volumes on freeway.

0

EVALUATION OUTLINEWEIGHTING SCHEME8. Noise Pollution

Noise consideration same as for air quality. 0

9. Aesthetic Impact on General Public

Little aesthetic impact of any kind. 0

10. Urban Design

Little direct impact on urban design but tends to strengthen existing inner city industrial areas. +1

II. REGIONAL CONSIDERATIONS1. Supports public transportation (within 5 years)

This is a new section so there is no present transit use. Rte. #2, Fessenden, and Rte. #3, St. Johns, could be routed via the freeway to and from CBD using this facility. +1

2. Functional Classification

Minor arterial per City Engineer's Street Study, p. 57. +3

3. Traffic Need Time Schedule

No present need but growth of Swan Island will require this project and Basin-Going interchange within 5 years. +2

4. Enhancement of Transportation System

Supports function of I-5 as a major feeder to it. +2

5. Regional Urban Systems Effects

Coupled with Basin-Going Interchange this is a major contribution to Swan Island. It also enhances UP's Albina Yard and other adjacent industrial areas. Reinforcement of central city concentrated employment center is a significant positive factor. +8

EVALUATION OUTLINE

WEIGHTING SCHEME

III. HIGHWAY USER CONSIDERATIONS

1. Construction cost/av. daily
Passenger Mile

- a. Cost \$3,240,000
 b. Distance 1.5 miles
 c. ADT 11,450 @ 1.2 13,740 pass.
 (Note - 1.2 pass. typical of home to work
 trip rather than 1.4 area-wide occupancy)
 d. Transit - some pre-peak express buses may
 use say 5 @ 50 ea. 250 pass.
 Total pass. 14,000

e. Pass. miles 14,000 x 1.5 = 21,000

f. \$3,240,000 ÷ 21,000 = \$154/pass. mile +2

2. Volume/Capacity Ratio

New facility, full development of Swan Island
 will bring volume to about 3000 peak hour
 vehicles. Assume concurrent completion with
 Basin-Going interchange. 4500 into system -
 2500 out through Interstate intersection = 2000
 via Greeley x 70% southbound = 1400 + 500 from
 upstream = 1900 capacity = 3000
 1900/3000 = .63 +1

3. Travel Time Ratio
 (Average before improvement/
 Average after improvement)

New route time w/o project via Going = 1.75 miles
 @ level E and F @ 15 MPH = 7 minutes time; with
 project via Greeley = 1.5 miles @ 25 MPH = 3.6 min.
 7.0/3.6 = 1.9 = +8

4. Safety

Safety hazards not serious. However, added
 volumes through Greeley - Interstate intersection
 and merging on and off I-5 may add some problems. 0

TOTAL

+40

Oregon State Highway Division
PROJECT ENVIRONMENTAL ASSESSMENT

Date February 3, 1975

A. PROJECT IDENTIFICATION

Name of Project N. Going Street to Fremont Bridge
(Section)

Location of Project - N. Greeley Avenue, N. Interstate Avenue
(Highway Name) (Highway No., US - CRE)

Portland
(City)

Multnomah
(County)

METRO/Region I
(Region)

Program Federal Aid Urban \$3,240,000
(Funding) (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To reroute southbound Swan Island truck traffic that currently uses
N. Going St. This will reduce noise and air pollution in the residential neigh-
borhood along N. Going Street.

Origin and History: Project resulted from N. Going St. public hearing held in
October of 1973.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 1.5 miles

Termini N. Going Street and Fremont Bridge

Alignment (new or existing) Existing Greeley Avenue will be used. New ramps to the
Fremont Bridge on State right of way.

RECEIVED
AUG 14 1975

City of Portland
Bureau of Planning

Form (2)9-74

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Existing 70 ft. right-of-way will
be utilized. State right-of-way will be used for ramps.

Typical Section Existing 4 travel lanes will be used.

Drainage None

Structures Ramps to Fremont Bridge to be constructed.

Additional Facilities _____

Access Control _____

Materials _____

Borrow and Waste Disposal _____

Special Construction Methods _____

Characteristics (ADT) 11,450 ADT

Other General Information (or Supplemental information to items) _____

Project Sketch Map is Attached: ☐ Yes ☒ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

(1) Use existing Greeley Avenue and construct ramps.

(2) No build

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,)

Public Hearing(s) Schedule: ☐ Not Required ☒ Required

Type

Tentative Date(s)

A-95 Review: ☐ Not Required ☒ Required

Date Submitted

Date Received

Expected Coordination with Local, State and Federal Agencies Portland, CRAG,

OSHD, FHWA, Port of Portland

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation Overlook Neighborhood Association.

GSHD

Date _____

☐ Survey Authorization _____

☐ Reconnaissance _____

☐ Field Location _____

☐ Office Location _____

☐ Field Prel. Design _____

☐ Office Prel. Design _____

☐ Final Design _____

☐ Contract Plans _____

FHWA

Status

Date _____

☐ Systems Planning_____

☐ Prel. Engineering_____

☐ Corridor Approval_____

☐ Design Approval_____

☐ Plans, Specifications and
Estimates Approval_____

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

A high bluff parallels the east side of N. Greeley Avenue. It is heavily covered by grasses, brush, and trees. Some small animal life in this area.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Single family
residences located on top of bluff overlooking N. Greeley Avenue. Overlook
Park and Kaiser Interstate Clinic are also located on the bluff. Union Pacific
Railroad yard is located west of Greeley Avenue.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: None

Consequences:

2. Estimated Changes in Traffic Patterns: Truck traffic now using Going Street will be directed to Greeley and Interstate Avenue and connect with I-5 southbound via the Fremont Bridge approach structure.

Consequences: Traffic, noise, air pollution decrease on Going Street and increase on Greeley, Interstate.

Page 1

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use: None

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources: None

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources: None

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

Increased noise, air pollution along Greeley and Interstate Avenue.

7. Potential for Controversial Issues: Possible objection to increased traffic and accompanying noise, air pollution on Greeley and Interstate. Residents on bluff above Greeley will possibly object.

8. Potential Consistency of Proposal with (complete when applicable):

- a. Clean Air Implementation Plans Decreased air pollution on Going Street, increased air pollution on Greeley and Interstate Avenue. Need detailed study.
- b. Noise Standards Decreased noise on Going Street, increased noise on Greeley and Interstate Avenues. Need detailed study.
- c. Water Quality Standards Consistent

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

| PERSONNEL | EFFORT REQUIRED* | | |
|----------------------|------------------|---------|---------|
| | Minimum | Average | Maximum |
| Biologist | | | |
| Urban Economist | | | |
| Water Quality Spec. | | | |
| Acoustical Engineer | | | X |
| Air Quality Engineer | | | X |
| Cultural Geographer | | | |
| Urban Planner | | | |
| Geologist | | | |

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal type-written report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -

(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -

(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -

(Typing, Graphics)

REGION -

(Environmentalist, Resident Engineer)

OTHER -

MAJOR ACTION

☒

NON-MAJOR ACTION:

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐

Category 1

☒

Category 2

☐

Category 3

☐

Category 4

K. TYPE OF DOCUMENTATION RECOMMENDED

☒

Draft EIS

☒

Final EIS

☐

Supplemental Draft EIS

☐

Supplemental Final EIS

☐

Section 4(f)

☐

Negative Declaration

☐

State-Wide Negative Declaration

☐

Preliminary EIS

☐

Other

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Applicant Agency City of Portland Date February 4, 1975
Federal Aid System Route No. _____ Route Name N. Greeley Avenue
Project Name Swan Island Access
Project Length 1.5 miles Project Location (Attached sketch map)
Project Description
Develop south bound spur route from Swan Island via N. Greeley Avenue to
intersection with N. Interstate Avenue; thence, continuing southerly on proposed
new ramps connecting to I-5, southbound, using an existing ramp stub of Fremont
approach structure. Estimated project cost \$3 1/2 million.
Preliminary Engineering by OHD.
Average Daily Traffic 11,450 Design Speed 45 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 56' Travel Lanes 4 Shoulders 6' West, 8' East
Medians No Parking 8' East Side
Sidewalks No
Other _____

2. Desired Roadway Cross Section: (Attach sketch) *

Width _____ Travel Lanes _____ Shoulders _____
Medians _____ Parking _____
Curbed _____ Length Curb Radii _____
Sidewalk/Bikeway _____
Other _____

FOOTNOTES: * Existing roadway on Greeley will not be altered.
Justification: Reduction of noise and air pollution in
residential neighborhood. Added safety for pedestrians.

Description of Proposed Roadway Work Provide connection from
N. Greeley Avenue to new ramps connecting to I-5.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 70' Minimum 7' Maximum 72'

2. Will Additional Right-of-Way Be Needed? No Explain Greeley Avenue
will not be widened, and OSHD controls R/W under East Fremont Interchange.
Some public street R/W might be vacated.

3. Will cost of additional right-of-way be included in project or will
applicant acquire without cost to project?

4. Will there be any persons displaced from their homes, farms or businesses?
No If so, explain

5. Will this project affect any park or recreation facility? No
If so, explain

III. TRAFFIC CONTROL DATA

1. Existing Signalization: At intersection of Interstate Avenue and
N. Greeley Avenue

2. Proposed Signalization:

Location Same as existing

Type

Phases

Type of Suspension

Interconnected

Other

FOOTNOTES:

3. Permanent Signing:Include in project or by applicant? Include in Project4. Permanent Striping:Include in project or by applicant? Include in project.IV. ILLUMINATION DATA1. Present Illumination and Location: 400 Watt Mercury Vapor on wood poles
with overhead wiring on both sides of Greeley Avenue2. Proposed Illumination:Location Existing illumination to remain
Type _____V. STRUCTURE DATA1. Existing Structure: NONE

Location _____

Type _____

Size _____

To Remain in Place? _____

2. Proposed Structure:Location New ramps leaving grade near intersection of Interstate
Avenue and Greeley Avenue and connecting to Fremont approach structure
ramp stubs.Is a particular type of structure and design desired? Complimentary to
existing East Fremont Interchange structures.Approximate size of proposed structure 2000' Long x 24' WideAre sidewalk/bikeways desired? NoAre any utilities to be attached to structure? Possible

FOOTNOTES: _____

Are provisions for illumination desired? Yes

Are there any unusual or complicating conditions? No

VI. RAILROAD DATA NONE

1. Are there any railroad crossings? Location

Type of existing crossing

Existing crossing protection

Name of Railroad

Number of tracks: Mainline Siding Total

Angle of Intersection

Sight distance: (Direction) Distance

(Direction) Distance

Number of Trains: Passenger Speed

Freight Speed

2. Will existing railroad crossing be altered?

VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections

2. Applicant's Estimate of Cost for Requested Project:

| | | |
|---------------------------------------|---|--------------------------------|
| Roadway Work | } | \$ <u> </u> |
| Right-of-Way Costs (If participating) | | <u> </u> |
| Traffic Control | | <u> </u> |
| Illumination | | <u>3,000,000</u> |
| Structures | | <u> </u> |
| Railroad | | <u> </u> |
| Other | | <u>240,000</u> |
| Preliminary Engineering | | <u> </u> |

PROJECT TOTAL \$ 3,240,000

FOOTNOTES:

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of Portland, Oregon
By
By Engineer
By Commissioner of Public Works

 County
By
By
By

PROJECT SUMMARY

APPLICANT AGENCY City of Portland
 ROUTE NAME N. Greeley Avenue FAU NO. 0895
 PROJECT TITLE Swan Island Access
 PROJECT LENGTH 1.5 miles PROJECT LOCATION See location map
 PROJECT DESCRIPTION Develop south bound spur route from Swan Island via N. Greeley Avenue to intersection with N. Interstate Avenue; thence, continuing southerly on proposed new ramps connecting to I-5, southbound, using an existing ramp stub of Fremont approach structure. Estimated project cost \$3½ million. Preliminary Engineering by OSHD.

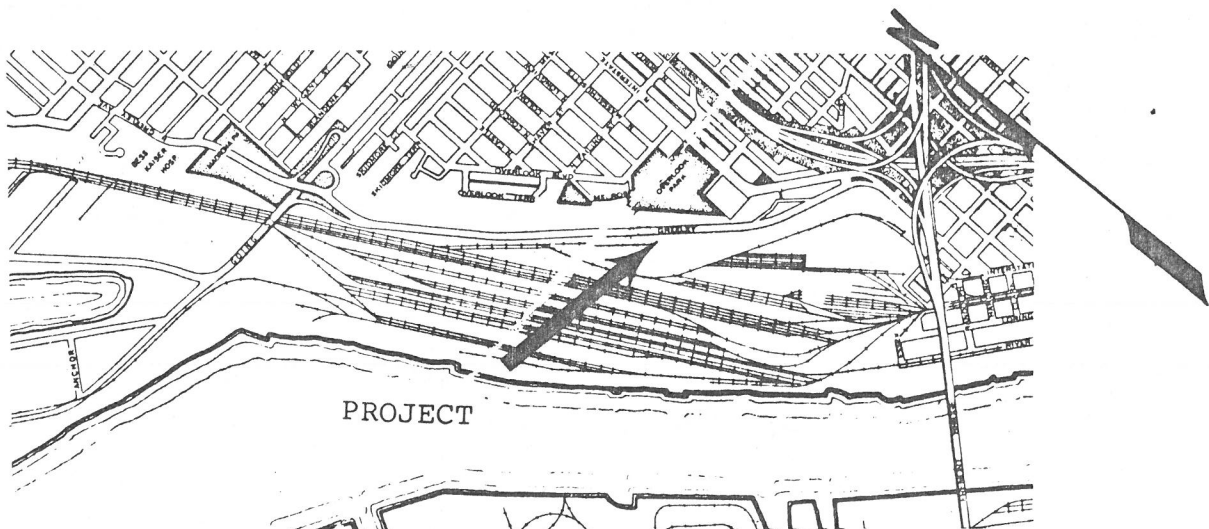
APPLICANT'S ESTIMATE OF PROJECT COST

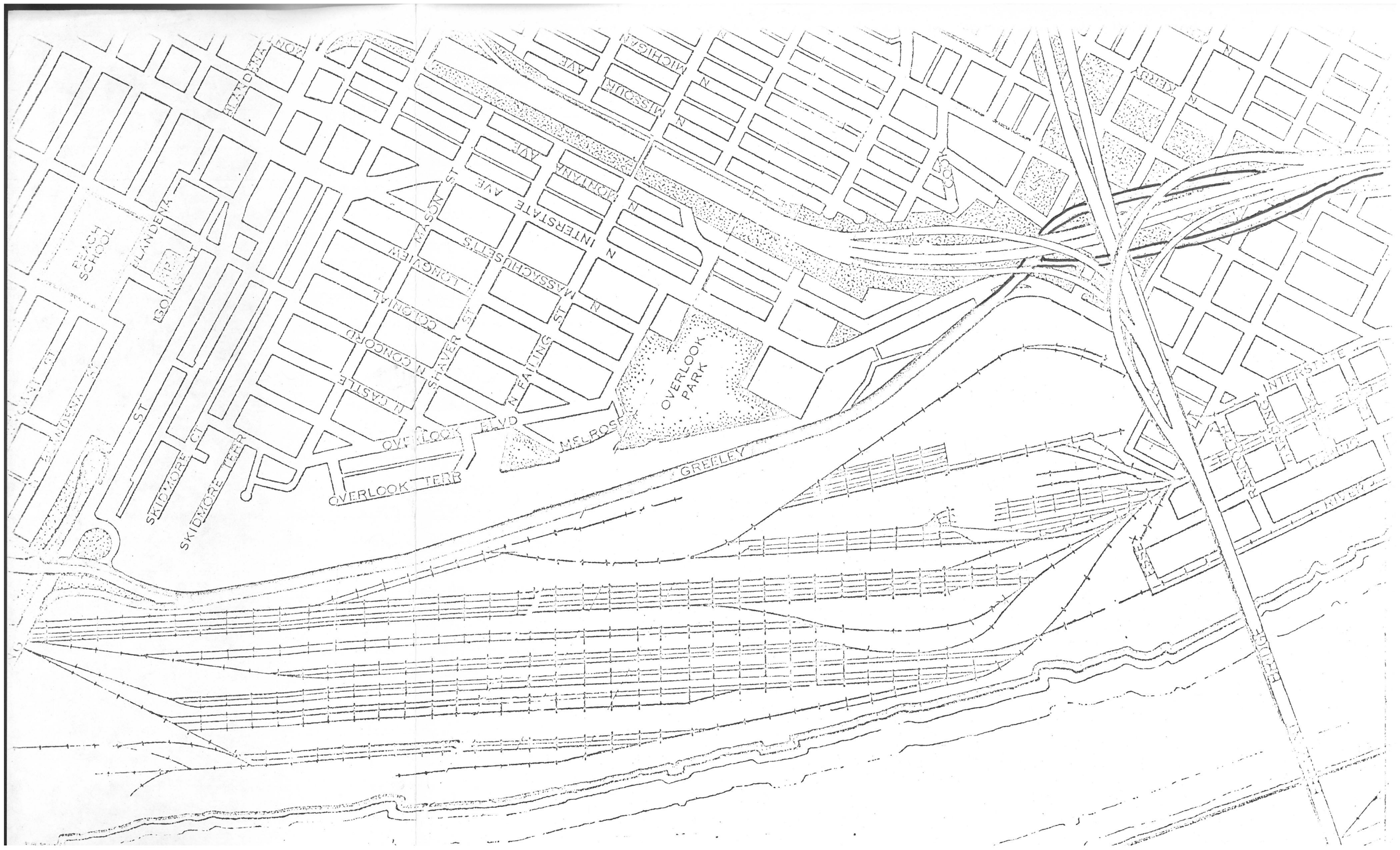
| | | |
|-------------------------|----|---------|
| ROADWAY WORK | \$ | - |
| RIGHT OF WAY | | - |
| TRAFFIC CONTROL | | - |
| ILLUMINATION | | - |
| STRUCTURES | | - |
| RAILROAD | | - |
| OTHER | | - |
| PRELIMINARY ENGINEERING | | 240,000 |
| TOTAL | \$ | 240,000 |

SCHEDULE AND FUNDING PLAN

| | | FY 76 | FY | FY | FY | FY | TOTAL |
|------------|----|---------|----|----|----|----|---------|
| TOTAL | \$ | 240,000 | | | | | 240,000 |
| FHWA | \$ | 187,200 | | | | | 187,200 |
| UMTA | \$ | | | | | | |
| STATE | \$ | 26,400 | | | | | 26,400 |
| LOCAL | \$ | 26,400 | | | | | 26,400 |
| STATE BOND | \$ | | | | | | |
| | \$ | | | | | | |

LOCATION:





Appropriation Unit.
Bureau of Street & Structural Engineering

Project Number
3-527

Category
New

Priority

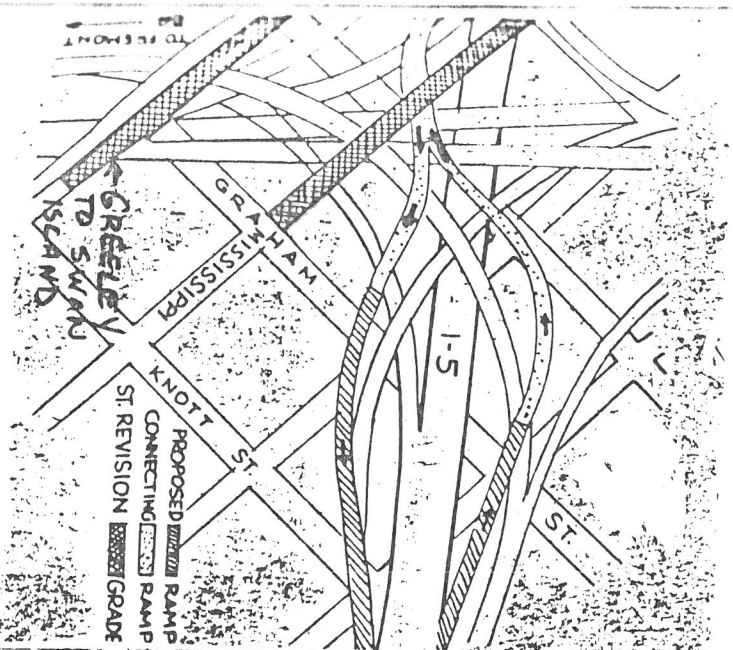
page 3 - 13

Project Title
Greeley St. Extension to I-5

Project Objective

Reduce out-bound traffic volume on N. Going Street

| Revenue Source | Prior Expenditure | Request 1975-1976 | PROPOSED PROGRAM | | | | TOTAL |
|----------------|-------------------|--|------------------|-----------|-----------|-----------|-----------|
| | | | 1976-1977 | 1977-1978 | 1978-1979 | 1979-1980 | |
| Civ: | | 26,400 | 330,000 | | | | 356,400 |
| Federal: | | 187,200 | 2,340,000 | | | | 2,527,200 |
| State: | | 26,400 | 330,000 | | | | 356,400 |
| Other: | | Note: Cost Estimate by Oregon State Highway Department | | | | | |
| TOTAL | | 240,000 | 3,000,000 | | | | 3,240,000 |



Description, Justification, Alternatives, Related Projects and Budget History

Description: Develop south bound spur route from Swan Island via N. Greeley Avenue to intersection with N. Interstate Avenue; thence, continuing southerly on proposed new ramps connecting to I-5, southbound, using an existing ramp stub of Fremont approach structure. Estimated project cost \$2 1/4 million. Preliminary Engineering by Oregon State Highway Department (OSHD)

Justification: Reduction of noise and air pollution in residential neighborhood. Added safety for pedestrians. Alternatives: Provide second access by one of following: (1) Tunnel section, north parallel Union Pacific tunnel connect on N. Columbia. (2) River grade alignment, north; thence parallel Burlington Northern in open cut, or exit in St. Johns. (3) Parallel route in N. Going corridor to I-5. (4) N. Portland Blvd.

Related Projects: Grade separation, going at Basin; Swan Island 2nd access, going Street improvements; going Street pedestrian overpass and pedestrian barrier.

RECOMMENDATION: Approval. Council Resolution #31518 states "...the City Council considers the improvement of access to Swan Island and relief of environmental impacts of this access to be an important priority...", January 16, 1975.

Appropriation Unit
Bureau of Street & Structural Engineering

Objective
Reduce out-bound traffic volume on N. Going Street

Project Title
Swan Island Access

Description, Justification, Alternatives, and Related Projects.

| Project Number | Category | Priority |
|----------------|----------|----------|
| | C | 2 |

Prepared By Bob Kyle 4642

Reviewed By (Date)

Submitted (Date)

Project Manager

Project Prel. concept Status

P/E

Const.

| Revenue Source | Prior Expenditure | Request 1975-1976 | PROPOSED PROGRAM | | | | | TOTAL |
|----------------|-------------------|-------------------|------------------|-----------|-----------|-----------|--|-----------|
| City: | | 26,400 | 1976-1977 | 1977-1978 | 1978-1979 | 1979-1980 | | 356,400 |
| Fed: | | 187,200 | | | | | | 2,527,200 |
| State: | | 26,400 | | | | | | 356,400 |
| Other: | | | | | | | | |
| TOTAL | | 240,000 | | | | | | 3,240,000 |

Note: Cost Estimate by O.S.H.D.

| TIMETABLE | START | FINISH | Life Exp. | Estimated Operating Budget Impact | | | | | TOTAL |
|------------------|-------|--------|-----------|-----------------------------------|-----------|-----------|-----------|-----------|-------|
| Prelimin. Plans | 7-75 | | | 1975-1976 | 1976-1977 | 1977-1978 | 1978-1979 | 1979-1980 | |
| Engineering | | 4-77 | Personnel | | | | | | Nil |
| Authorization | 5-77 | | | | | | | | |
| Site Acquisition | 7-77 | | Materials | | | | | | Nil |
| Construction | 7-77 | 12-78 | TOTAL | | | | | | Nil |

BUDGET HISTORY:

PROJECT DETAIL

Form CP-69 01 9 74

Actual to
June 30, 1973
Actual
FY 1973-1974
Actual
FY 1974-1975

Objective: Reduce out-bound traffic volume on N. Going St. by providing a route to I-5 with connection for south bound vehicles at Fremont.

Description: Project proposes routing of southbound traffic from Swan Island Industrial Park via N. Going Street and N. Greeley Avenue to Interstate Avenue, and a connection to southbound lanes of I-5 with construction of a ramp from Interstate Avenue to the existing ramp stub available on the Fremont Bridge approach structure. It was estimated that this ramp would reduce by about one-third the southbound traffic presently using N. Going Street.

The estimated cost of ramp construction was 2-1/4 million. Metro Highway Engineer was doubtful that federal funding would be available. It has now been determined that Federal Aid Urban funding could apply. This proposal is submitted to utilize FAU funding for the project.

Justification: The N. Going access to Swan Island Passes through a residential area and divides the service area of an elementary school. A pedestrian overpass is proposed to meet safety requirements. N. Going is on a 5% gradient, and is used by all heavy trucking serving Swan Island. This type traffic on the grade creates noise and air pollution problems for the neighborhood.

- Alternatives:
1. Tunnel section parallel to Union Pacific - tunnel to connect on N. Columbia.
 2. River grade alignment to the north; thence a cut section parallel to Burlington Northern to connect on N. Columbia or
 3. River grade alignment to exit at St. Johns.
 4. Parallel routing in N. Going corridor.
 5. N. Portland Boulevard.

Related Projects: None

SWAN ISLAND TASK FORCE MEETING MINUTES
Friday, December 6, 1974
Water Service Building

The meeting was called to order at 2:30 p.m. by Chairman Schrunck. Minutes of the previous meeting were approved as previously written.

The status report of the current Going Street widening project was presented by various parties. Highlights are as follows:

A. Construction: Bob Holmann reported the following.

1. The six lane section from Greeley to Swan Island will be completed in about a month.
 2. Striping of Greeley to Interstate is in progress and will be completed shortly.
 3. The revising of the Greeley Street structure is in progress to be completed next fall.
 4. Section from Interstate Avenue to I-5 is in progress, slowly, to be completed next February.
- B. 1. Bill Dirker reported that amending the ordinance to provide for the "as built" section will be deferred until a complete package is presented to the Council. Don Bergstrom reported that this would raise the capacity from 2,300 to 3,300 peak hours vehicles. The 4,500 maximum was only possible with the great separation at Basin Avenue.

2. Bob Rector reported that the sidewalk barrier design had produced two alternates and these were being considered. Don Bergstrom reported that they may alter the safe route to schools and did not widen the street as originally planned, therefore, this may suggest a change in this barrier. He is in discussion with the school parents and will pursue this and report.

3. Bob Rector reported that the overpass had been redesigned for a lower profile by a consulting architect and had been okayed by the Design Review Committee. It will be pre-stressed concrete with circular ramps. Clearance will be 17 feet and completion is scheduled for August of '75 with a March bid date.

4. Don Bergstrom reported that the signal at Interstate and Alberta with a lengthened walk time will be installed soon and that new controllers were not required. He asked that the Neighborhood Association check this out if it is ok. The new signal at Interstate and Going is being processed through the mid-year budget review but apparently will be approved. It is scheduled to start in January and will take three months to complete as the equipment is on hand.

5. Don Bergstrom reported that the Speed Control Board will evaluate the speed limit when the complete job is done. The construction speed is 25 mph. However, the section from Greeley to I-5 will be completed soon and he will see if that can be re-evaluated independently.

6. Don Bergstrom reported that 4,500 brochures had been distributed by the Traffic Safety Commission to Swan Island workers.

7. Don Bergstrom reported that the physical barrier planned at Concord in conjunction with the overpass will be in accordance with the agreement. Other intersections have been signed to bar entry, and this appears to be working very well as reported by the Neighborhood Association.

Bob Bothman, Chairman of the Access Relief Subcommittee, reported that they had reviewed a number of additional access routes, specifically via North Portland Blvd., a new tunnel, Basin Avenue extension via Carey Blvd., and a new bridge, and rejected all of them as not financially feasible in the foreseeable future.

The two remaining routes were considered feasible for further consideration, the Greeley extension and an improved Going Corridor. The Greeley connection to I-5 in the vicinity of the Interstate Avenue intersection could be accomplished in about two years at a cost of between 2 and 3 million dollars. This apparently would require minimum environmental impact statement and would accommodate about 30% of the total traffic and short term improvement. The Going Street corridor improvement was recommended that this be considered for the longer-- and a number of configurations for increasing this capacity were discussed. One concept that attracted some interest was a depressed route going direct into the I-5 freeway and a parallel surface street, terminating at Interstate Avenue. He indicated that the next action was to initiate preliminary engineering in accordance with the State Action Plan. It was moved by Si Stanich and seconded that we recommend to the City Council that they apply for Federal Aid Urban System Preliminary Engineering Funds to initiate this project. Si Stanich indicated that the North Portland Citizens' Committee still considered a route via Basin and the Railroad cut as an option, especially for truck traffic. Peggy Krause noted that the Port felt the distribution of the total traffic should be considered in the selection of access routes. Don Bergstrom reported that his analysis indicated that the Greeley and Interstate intersection could accommodate the volumes with some signal revision and that a grade separation would not be required. It was understood that this proposal did not connect Greeley to Mock's Bottom nor to Union or Fremont Avenue via surface streets. Bill Dirker noted that a local improvement district with 60% property owner approval could provide funding for Going Street improvement but was very unlikely for the Greeley Avenue extension. The attorneys had advised him that the tax increment financing was not possible for any of the improvements. Bob Post noted that both the Greeley Avenue and Going Street corridor preliminary engineering projects might be included in the CRAG corridor work program as the I-5 corridor was described specifically as including access to Rivergate and Swan Island. It was agreed that the matter will be referred back to the Access Relief Subcommittee to develop a proposal to undertake preliminary engineering on the Going Street corridor.

Dick Ball, chairman of the Transit Subcommittee, submitted the attached report. He commented that the transit service was only as good as the access to the Island and we should consider bus lanes. Bob Post reported that Tri-Met's objective the first year would be to get ten percent of the traffic, and the second year to get the

Swan Island Task Force
Minutes - (Continued)

balance of the target of 900 to 1,000 cars off the street. He noted that they had not identified where the additional equipment would come from to provide added service, but we're still working on this with some expectation that it could be found. The subject of tightened parking restrictions in the land transactions by the Port were discussed. Si Stanich suggested that the Planning Bureau be asked to consider down zoning of parking on Swan Island. Peggy Krause noted that the land bank area was withheld from development until access improvements were solved and the DEQ maintained permit control over 50 spaces or more. And further, there may be some problem in discriminatory zoning.

It was moved, seconded and approved that the Swan Island Task Force endorse the recommendations of the Transit Subcommittee. Dick Ball reported that implementation of the first recommendation concerning cooperation between Tri-Met, Carpool and the employers group was in progress. Action on the second recommendation was being studied carefully. An active employers organization was needed to implement this program. The motion was amended to include the charge to the Transit Subcommittee that it actively promote the implementation of the second recommendation. Dick Ball reported that the employers group would have a firm organization established by January.

Chairman Schrunk reported that the next meeting will be on Friday, January 10, at 2:30 at the Water Bureau. The meeting was adjourned.

WSD:bg
12/16/74

| Activity | | Prior Expenditure | Request 19/5 19/6 | PROPOSED PROGRAM | | | | | TOTAL |
|-------------------------------------|--|-------------------|-------------------|------------------|-----------|-----------|-----------|---------|-------|
| | | | | 1976-1977 | 1977-1978 | 1978-1979 | 1979-1980 | | |
| AU ENGINEERING | | | | | | | | | |
| Adv. to OSHD | | - | 26,400 | | | | | | |
| Total AU Engineering | | | | | | | | | |
| SUPPORT ENGINEERING | | | | | | | | | |
| A | | | | | | | | | |
| U | | | | | | | | | |
| A | | | | | | | | | |
| U | | | | | | | | | |
| Total Support Engineering | | | | | | | | | |
| Consulting | | | | | | | | | |
| Total Engineering | | | 26,400 | | | | | | |
| LAND | | | | | | | | | |
| Row Acquisition | | | | | | | | | |
| Land Purchase | | | | | | | | | |
| Total Land | | | | | | | | | |
| Construction | | | | | | | | | |
| Buildings Adv. to OSHD Improvements | | | 330,000 | | | | | | |
| Support Construction | | | | | | | | | |
| Buildings Improvements | | | | | | | | | |
| Total Construction | | | 330,000 | | | | | | |
| Total in 1974 dollars | | | 356,400 | | | | | | |
| Inflation Factor | | | | | | | | 356,400 | |
| Total - Inflated | | | | | | | | | |
| INFLATION PROJECTION | | | | | | | | | |

EXPENDITURE WORKSHEET

Form CP 41.02 9/74

| Appropriation Unit | | | | Project Number | | Category | | Priority | |
|---|-------------------|--------------------|---------------------------------|---|-----------|-----------|--|-----------|-------|
| Bureau of Street & Structural Engineering | | | | | | C | | 2 | |
| Project Title: Swan Island Access | | | | Project Objective: Reduce out-bound traffic volume on N. Going Street | | | | | |
| Revenue Source | Prior Expenditure | Request 1975, 1976 | PROPOSED PROGRAM | | | | | | TOTAL |
| City | | 26,400 | 1976 1977 | 1977 1978 | 1978 1979 | 1979 1980 | | 356,400 | |
| Federal | | 187,200 | 2,340,000 | | | | | 2,527,200 | |
| State | | 26,400 | 330,000 | | | | | 356,400 | |
| Other | | | Note: Cost Estimate by C.S.H.D. | | | | | | |
| TOTAL | | 240,000 | 3,000,000 | | | | | 3,240,000 | |
| <p>Description, Justification, Alternatives, Related Projects and Budget History</p> <p><u>Description:</u> Develop south bound spur route from Swan Island via N. Greeley Avenue to intersection with N. Interstate Avenue; thence, continuing southerly on proposed new ramps connecting to I-5, southbound, using an existing ramp stub of Fremont approach structure. Estimated project cost \$2½ million.</p> <p><u>Justification:</u> Preliminary Engineering by OSMD.</p> <p><u>Neighborhood:</u> Reduction of noise and air pollution in residential neighborhood. Added safety for pedestrians.</p> <p><u>Alternatives:</u> Provide second access by one of following: (1) Tunnel section, north parallel Union Pacific tunnel connect on N. Columbia. (2) River grade alignment, north; thence parallel Burlington Northern in open cut, or exit in St. Johns. (3) Parallel Burlington Northern corridor to I-5. (4) N. Portland Blvd.</p> <p><u>Related Projects:</u> None</p> | | | | | | | | | |

FOR PORTLAND URBANIZED AREA

FEDERAL AID URBAN SYSTEM PROJECT ACCELERATED IMPLEMENTATION PROCEDURE
FOR PORTLAND URBANIZED AREA
APRIL 1975

***NORMAL PROJECT PROCESS**
****ACCELERATED PROJECT PROCESS**

Legend:
 *C-RAG: CREDIT RATING
 **C-RAG: CREDIT RATING
 C-RAG: CREDIT RATING
 C-RAG: CREDIT RATING

Flowchart Steps:

- REGION:** PROVIDE FORMS & ADVISE TO LOCAL GOVERNMENT
- LOCAL GOVERNMENT:** PREPARE APPLICATION & PRELIMINARY ASSESSMENT
- REGION:** REVIEW APPLICATION
- LOCAL GOVERNMENT:** FORWARD APPLICATION & C-RAG APPROVAL
- REGION:** REVIEW APPLICATION
- PROJECT MANAGEMENT:** REVIEW & PROCESS APPLICATION
- ADMINISTRATION:** SUBMIT APPLICATION TO TRANSPORTATION COMMISSION
- TRANSPORTATION COMMISSION:** APPROVE APPLICATION
- REGION:** REQUEST PRELIMINARY ENGINEERING ADVANCE DEPOSIT
- LOCAL GOVERNMENT:** SUBMIT PRELIMINARY ENGINEERING ADVANCE DEPOSIT
- REGION:** FORWARD ADVANCE DEPOSIT
- PROJECT MANAGEMENT:** NOTIFY REGION PRELIMINARY ENGINEERING CLEAR TO PROCEED
- REGION:** INITIATE PRELIMINARY ENGINEERING ACTIVITIES
- LOCAL GOVERNMENT:** EXECUTE AGREEMENT
- REGION:** FORWARD AGREEMENT
- PROJECT MANAGEMENT:** FORWARD AGREEMENT
- ADMINISTRATION:** EXECUTE AGREEMENT

Accelerated Process Details:

- REGION:** REVIEW & COMMENT ON PRELIMINARY ASSESSMENT
- PROJECT MANAGEMENT:** REQUEST FINAL ASSESSMENT
- ENVIRONMENTAL:** PROCESS FINAL ASSESSMENT
- PROJECT MANAGEMENT:** SUBMIT ASSESSMENT TO FHWA
- FHWA:** CONCUR IN ASSESSMENT
- PROJECT MANAGEMENT:** CATEGORIZE AND FORWARD ASSESSMENT TO ADMINISTRATION
- ADMINISTRATION:** APPROVE ASSESSMENT & CLASSIFICATION
- PROJECT MANAGEMENT:** REQUEST SURVEY AUTHORIZATION
- REGION:** INITIATE SURVEY AUTHORIZATION
- LOCATION:** COMPLETE SURVEY AUTHORIZATION
- ADMINISTRATION:** APPROVE SURVEY AUTHORIZATION
- OTHERS:** A-95 REVIEW
- PROJECT MANAGEMENT:** SUBMIT PRELIMINARY ENGINEERING PROGRAM TO FHWA
- FHWA:** APPROVE PRELIMINARY ENGINEERING PROGRAM

Handwritten Note: Advance Deposit

Approximate Time in Months: 0, 1, 2, 3

* NORMAL PROJECT PROCESS

** ACCELERATED PROJECT PROCESS

A horizontal timeline labeled "APPROXIMATE TIME IN MONTHS" with tick marks at 0, 1, 2, and 3. The timeline is divided into three segments by vertical lines at 1 and 2 months. The first segment (0-1 month) contains the text "Initial investigation of the case". The second segment (1-2 months) contains the text "Continued investigation of the case". The third segment (2-3 months) contains the text "Final investigation of the case".