Alto 3 columbia plod.

August 27, 1880

MEMORANDUM

TO: Ralph Tashima, Bureau of Street and Structural Engineering

FROM: Mario J. Martini, Bureau of Traffic Engineering

SUBJECT: Recommended C.I.P. Project

W have reviewed three alternatives for the solution to the traffic and railroad crossing problems on N. Columbia Blvd. between N. Argyle and N. Chautaqua Blvd.

Our recommendation is that alternative #1 (frontage road north and parallel to Columbia) be pursued as a possible C.I.P. project.

We recommend this because of the following advantage points:

- Minimizes number of contact points with Columbia Blvd. while serving a large area.
- Restricts contact points to sygnalized intersections.
- Dedication of frontage street north of the U.P. rightof-way would eliminate private railroad crossings.
- Retains logical signal location at Delaware, eliminating N. Tyndall signal.
- 5. No need to dead-end Wilbur and Pennisular.
- Frontage street should be north of U.P. R/W to minimize congestion due to proximity of intersections along avenues. Much of area now used for private road.
- Could simplify interconnections between traffic and railroad signals.

If you have any questions please contact us.

May 12, 1980

INTEROFFICE MEMORANDUM

TO:

D. E. Bergstrom

FROM:

R. C. Speer

SUBJECT:

N. Columbia Blvd. Signals

The P.U.C. says they cannot treat as a normal crossing - paying the match and using railroad crossing funds for the controls and gates, because this is not a "Designated" crossing.

The crossing of Tyndell & Delaware were discussed by B.T.E., C.E., U.P.R.A. and P.U.C. with the idea of combining these crossings to cross the tracks and and enter Columbia Blvd. The possible connection of Tyndall and Delaware via Trenton was discussed but Delaware is only a 30' wide R/W and the C.E. son't improve less than 50' R/W. It is next to impossible to acquire additional R/W along Delaware to Trenton because the business on the west side of Delaware wants to build on this property in the future.

The possibility of a connecting roadway just north of the tracks was considered but there is a small piece of property that could not be acquired.

The railroad is interested in another track in this area and P.U.C. is interested in railroad gates at Tyndall which is a mesignated crossing. It was jointly agreed that gates and a signal could be installed at Columbia Blvd. and N. Tyndall. The operation would be F.R. for Tyndall at Columbia Blvd. unless a train was present. Then the F.R. would go green for a short time to flush traffic off the tracks and the gates would drop. Tyndall would enter Columbia Blvd. on F.R. at all times a train was not present.

The P.U.C. and Railroad apparently will purase this idea independent of the outcome at Delaware. This signal would not interfere with the signal at Delaware since it would operate simultaneous with the signal of Delaware.

The options seem to be:

- 1) City pay for gates and control at N. Delaware Cost estimate \$80,000.
- City to apply for an official crossing status for N. Delaware so that P.U.C. would find the crossing protection. This will be observed with P.U.C.
- 3) Drop the project.

N. Peninsular Signal

This is a "Designated" crossing and since the idea of combining crossing points doesn't seem to be possible this crossing should be Okay for P.U.C. approval.

RCS:mc

Signal Locations @ IS Romp,) N.W. Columbia Argyle 5% M Delaurere Argyle Way Pentrovlar Chevragers

32740 RESOLUTION NO.

Major

WHEREAS, the City Council previously approved completion of environmental documents and engineering design for improvement of Columbia Boulevard (Oswego to West City Limits) to provide a curbed. four-lane roadway with a left-turn median; an overcrossing structure at the Union railroad tracks; a sidewalk/bikeway; storm drainage; street illumination; noise berms; closure of Terminal Road; and a truck turnaround on Lombard Street at N. Sever Road; and Burgard

WHEREAS, the improvement encroaches on Pier, Chimney, and Johnswood's Parks through cut and fill and the removal of one mature Dogwood and two mature Douglas Fir trees; and

WHEREAS, the encroachment on Pier Park where Land and Water Conservation Funds have been expended for improvements have been reviewed and approved by the Heritage Resource and Conservation Service because the improvements do not represent a conversion of uses and no prudent alternative exists; and

WHEREAS, mitigating measures have been proposed including development of a bicycle/pedestrian path, converting vacated Terminal Road into a turf area, providing a pathway connection from within Pier Park to the new bicycle/pedestrian pathway; and removing and turfing the eastern entrance of Chimney Park to the garages that will be closed when the project is constructed;

NOW, THEREFORE, BE IT RESOLVED, by the Council of Portland, that approval is hereby given to the State of Oregon, State Highway Division, for a construction permit in Pier, Chimney and Johnswood's Parks in accordance with engineering designs for Columbia Boulevard improvements and in consideration of mitigating measures to minimize harm.

ADOPTED BY THE COUNCIL AUG 27 1980

AUDITOR OF THE CITY OF PORTLAND

Commissioner Mildred Schwab JS:sw August 14, 1980

FILE

CITY OF PORTLAND

INTER-OFFICE CORRESPONDENCE

Colemba Bha.

From

October 29, 1980

0000000 25, 1500

To

File

Addressed to

Subject

Columbia Blvd., Columbia Way, North Portland Road

The second meeting of the TAC for the subject project was held October 22, 1980. The following persons were in attendance:

Tom Schwab, ODOT
Don Fantz, ODOT
Mike Bauer, Traffic Engineering

Val Southern, Planning Bebe Rucker, Mult. Co.

Bauer presented a traffic report (See attached maps) and recommended installation of two signals and said they both meet minimum warrants. Schwab concurred in this recommendation. Schwab feels that a railroad interconnect will be necessary for the signal at the bottom of the ramp.

The other traffic issues raised were:

- 1. Directional signing will be needed to eliminate confusion and divert the maximum amount of traffic from N. Macrum.
- 2. The signal at Macrum must be interconnected with the new installation at the top of the ramp.
- The existing overcrossing of Columbia Blvd. over North Portland Road may obstruct signal visibility for northbound Portland Road traffic.
- 4. N. Macrum should be signed for no trucks in concurrence with the arterial streets policy.

Val Southern presented her report (Also attached) regarding land use, the arterial streets policy and transit service. The attached Alternative B presents no problem with regard to those issues in her opinion.

Bebe Rucker from Multnomah County indicated that a County permit for the project would probably be required. In the near future she will respond with any comments from their engineering department regarding the proposed improvements under Alternative B.

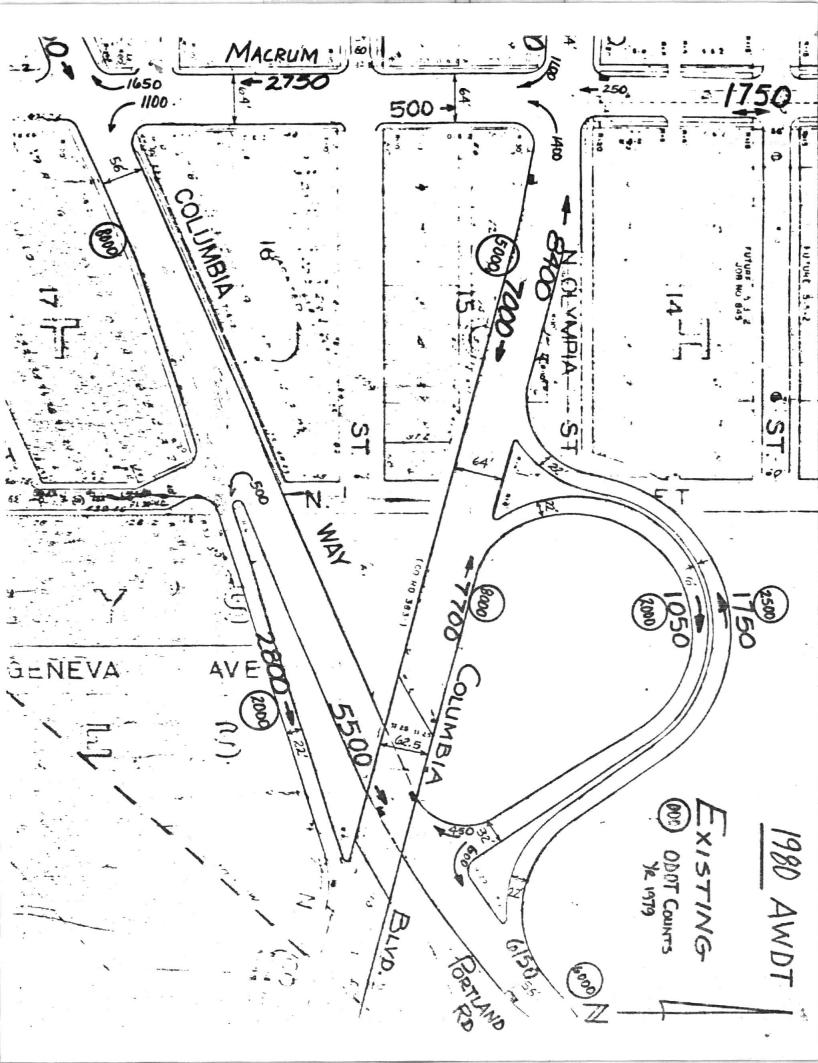
It was the unanimous decision of the TAC that Alternative B should be implemented. It was felt by the group that no further forms the Technical Advisory Committee would be necessary.

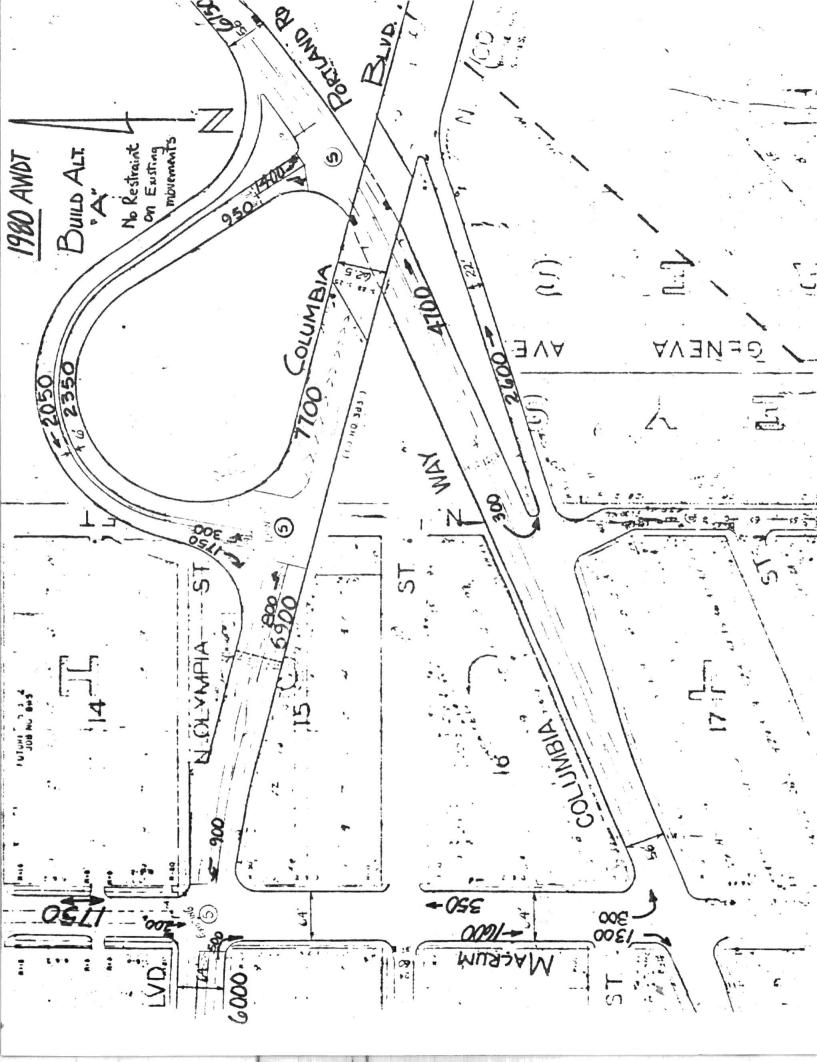
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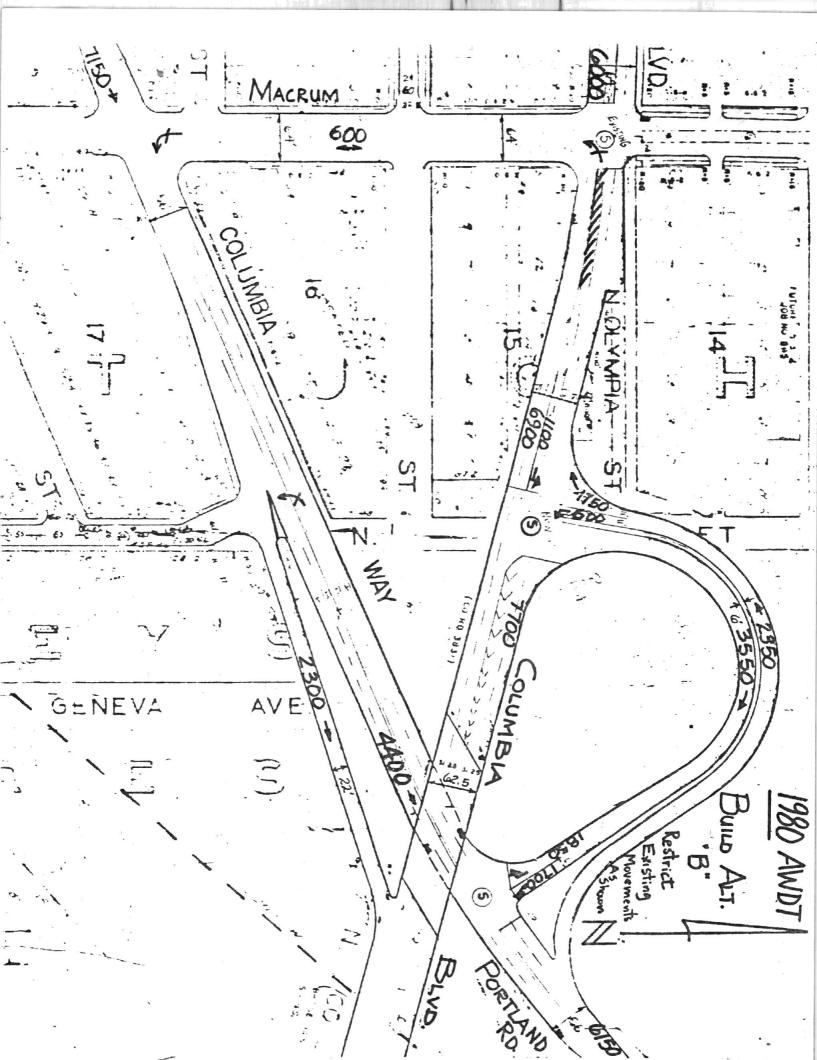
Attach.

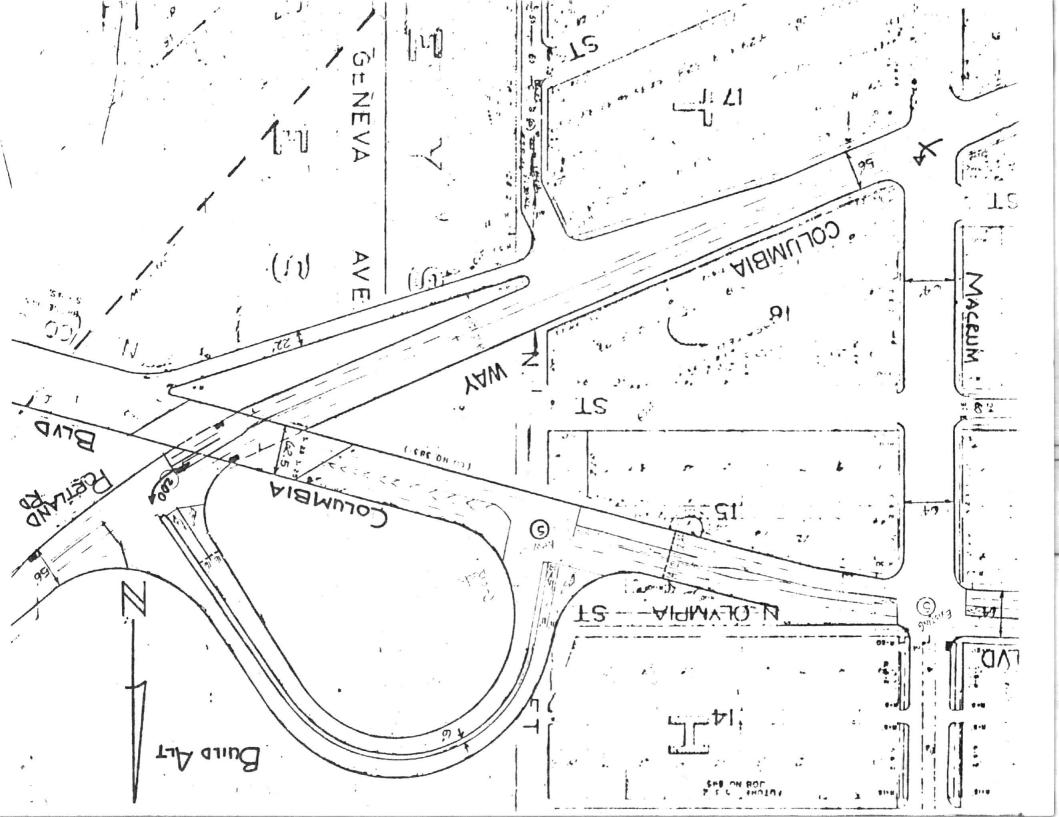
NOV 3 1980

BUREAU OF ERAFFIC ENGINEERING









Columbia Bly

November 20, 1980

Mr. James T. Walz Continental Can Co., U.S.A. P.O. Box 03220 Portland, Oregon 97203

Dear Mr. Walz:

Thank you for your Nov. 18 letter regarding the signals at N. Columbia Blvd. and the I-5 ramp.

As you probably realize, the major reason for installation has long been the great difficulty of access from the ramp to Columbia. Recognizing this, decision was made to provide interim equipment to care for this basic need.

Due to technical difficulties, inclusion of an eastbound left turn phase was delayed past the time of turn-on. Mr. Franklin says this will be added soon, possibly by November 26. Further delay has been caused by other work by our signal installation crew.

Hopefully, this revised interim system will be supplanted by an actuated system in 1981. Meanwhile, Mr. Franklin will be rechecking phase times when the left turn indication is in so that all movements will have equitable allotments of time as much as possible.

We understand your reaction and thank you for your interest. We would like to advise that in case of any difficulty on Columbia in this vicinity, eastbound Columbia can reach I-5 southbound via Argyle Way/Interstate/Lombard.

Sincerely,

M. J. Martini Sr. Traffic Engineer

MJM: DRM:

cc: Dean Franklin

t. R. 10565

Columbia flor

Continental Can Company, U.S.A. Northwest Division 10200 North Lombard PO Box 03220 Portland OR 97203



November 18, 1980

Mr. Dean Franklin Traffic Engineering 317 S. W. Alder Street Portland, OR 97204

Dear Mr. Franklin:

I'm writing this letter to complain about what I believe to be a complete engineering disaster when it comes to planning for traffic control.

For the last six years or so I have traveled East along Columbia Blvd. each evening after work and have turned left onto the I-5 approach which takes me South into the city. During this period of time I have experienced little difficulty and have never seen an accident or traffic tie-up at the intersection of Columbia and the approach to I-5.

Several weeks ago, signals were installed at this intersection and since then I find it much more difficult to make a left turn onto the I-5 approach. For example, last night at 5:00 P.M., traffic was backed up about 200 yards to the bridge.

The problem is that the signals which were installed cause traffic to back up in both directions. When the light changes, there is so much on-coming traffic that the people wanting to make a left turn can't. About that time, the light changes and only a few cars desiring to make a left turn get through.

One of two things is necessary. Either a left turn light or a four-way signal should be installed or the lights should be set for a longer phase for East-West traffic.

I realize you must have a lot of problems relevant to complaints such as this. Nevertheless, anything you can do to correct this problem will be appreciated not only by me but by many others who take this route home each evening.

Sincerely,

JAMES T. WALZ,

Manager of Distribution Services

Northwest Division

BUREAU OF TRAFFIC ENGINEEMING VICTOR ATIYEH
GOVERNOR



TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 6, 1980

In Reply Refer to File No.: ACC

Columbia Blod.

Mr. David Vargas
State Highway Coordinator
City of Portland
Bureau of Street and Structural Engineering
621 S.W. Alder Street, Room 725
Portland, Oregon 97205

Dear Mr. Vargas:

We have advertised the Columbia Blvd. Traffic Signals at three locations for bid opening on November 20, 1980.

Financial sharing of the construction is:

Total Estimated Cost \$254,740
Federal Funds (85%) 216,529
State Share (9%) 22,927
City Share (6%) \$15,284

City's early advance deposit: 65% of \$15,284 = \$9,935

The attached defines the three options for making your advance deposit. Please select an option and submit your advance deposit as described in the instructions.

Very truly yours,

D. E. Swan

Operation Programming Engineer

GEZ:pf Attachment

Form 734-3122

MUCCHIATION DOCUMENTARY CREDIT

#

CREDITS

STATED, THIS DOCUMENTARY CREDIT IS SUBJECT TO THE "UNIFORM CUSTOMS AND PRACTICE FOR DOCUMENTARY (1974 REVISION) INTERNATIONAL CHAMBER OF COMMERCE (PUBLICATION 290).

AS OTHERWISE EXPRESSLY

FAR

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STANDBY

the United

PO. BOX 3046

PORTUANE TELEX NO. 36

CAPLL ATTE

ALL CORRESPONDENT DANK CHAP AGE FOR ACCOUNT OF PEREFICIA

	PORTLAND, OREGO	N 97208, U.S.A.	ORIGINAL
THIS IS A CONFIRMATION OF THE CREDIT OPENED BY TELEX. UNDER TODAY'S DATE.	March 1, 1980	OF ISSUING BANK 3456	MUER OF ADVISING BANK .
ADVISIN	9 • ,	CAMAS DEVELOPMENT, INC. P.O. Box 1234 Bend, Oregon 97701	
State of Oregon Department of Transport Highway Division Transportation Building Salem, Oregon 97310	ation	US \$75,300.00 Seventy-five Thousand and No/100 U.S. Dolla PATE At Project Compl	Three Hundred l
ATsight-		CH IS ACAILABLE BY NEGOTIATION OF A	"DRAWN UNDER DOCUMEN
-		ent of the total deposit,	
E: Pay	ment of Contract work, her cost incurred Relati	icable share of project co Construction engineering a ve to the Installation of Highway E. @ Union Avenue	nd/or a
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SHIPMENT FROM		PARTIAL SHIPMENTS N/A	TRANSHIPMENTS N/A
NONE			,

WE DERELLY ENGAGE WITH DRAWERS AND/OR HONA LIBE HOLDERS THAT OBASES DRAWN AND DEGOTIATED IN COMPONITY WITH THE TERMS OF THIS CREDIT WILL BE DULY HONORED ON PRESENTATION AND THAT IDRAFTS ACCEPTED WITHIN THE TERMS OF THIS CREDIT WILL BE DULY HONORED AT HATURITY.

THE AMOUNT OF EACH DRAFT MUST BE ENDORSED ON THE REVUEST OF THIS CREDIT BY THE REGOTIATING BANK.

YOURS FAITHEULLY,

THE OREGON BANK

ADVISING BANK'S NOTIFICATION

THE ADVISING DANK IS REQUESTED TO NOTIFY THE DENEFICIAL WITHOUT ADDING THEIR CONFIRMATION.

AUTHORIZED SIGNATURE

LIMITED POWER OF ATTORNEY LOCAL GOVERNMENT INVESTMENT POOL

The	hereby appoints the
Local Governm	ent Unit
Assistant Controller; or Richard Hacek,	attorney to negotiate warrants made f Transportation, Highway Division and . Coulter, State Highway Engineer; ller; Frank R. Griffin, Highway Division Highway Division Assistant Controller of depositing the proceeds of such war- Department of Transportation, Highway
The	has deposited with
TheLocal Governm	
the State of Oregon Investment Pool the of this deposit is to create a fund from	sum of \$ The purpose
certain improvements to be made in conne	
cer suri improvementos do se mude in conne	Project Name
By this document it authorizes the Highw	ay Division of the State of Oregon De-
partment of Transportation to draw on th for the purposes above stated with the S tures of withdrawal will be one of any o E. Skoog, Frank R. Griffin, or Richard J a voucher in a form acceptable to the cu shall constitute proper authority for th amount of the deposit identified above.	tate Excess Fund. The authorized signa- f the following: H. S. Coulter, Vernon . Hacek. The signature of either upon stodians of the State Investment Pool
	the above individuals shall be furnished t of Transportation to the State Treasur
This power of attorney was a	uthorized by
*	Local Government Unit
this day of , 198_	by a vote of the majority of a quorum
, 130_	_ by a voce or one major roy or a quorum
of its governing body.	

October 22, 1980

ODOT 5821 N.E. Glisan Portland, OR 97213

ATTN: Gary Kennen

Dear Sir:

Concerning the Columbia Blvd. traffic signal project. The utilities that are involved in the bounds of this project are: Portland Power & Light, Portland General Electric, Northwest Natural Gas, and Pacific Northwest Bell. The only conflict with any of the utilities is a possible conflict when the conduit crossing is made at at the I-5 Ramp intersection. There are two gas lines here that we cross and they should both be deeper than we will dig in crossing Columbia. Northwest Natural Gas must be contacted before digging begins in this area.

Sincerely,

James K. Wilson Sr. Traffic Engineer

DLF: ah

file: Columbia 32° 18 N/S COWNER 6th BROWNING 7 AM - DAM \$ 2018 PORTLAND, OREGON 97201 St. USE 15487 CONST. BOWE 23299 288-9393 To whom it may concern: J. LAMBERG There has been a blue cover on the parking meter at the corner of SW 6th and Columbia for many, many months now. It is understandable for short periods of time that maintenance may be necessary, or for some other reason, a parking space cannot be used. However, there has never been a bit of maintenance on this space or meter. It seems as though you are just cutting down on the already inadequate parking space available downtown. And believe me, we who work downtown are plenty aware when more spaces are eliminated. I suggest you take the blue cover off the spot. I would also appreciate

a replay as to why the cover is on in the first place.

Kerry Eggers

ERRY EGGENS

C J. MASCO o NICK Date: 10-17-80 Assign To: Refer to: Return To: Discuss With the Please Handle For Your Info. Prepure Answet

SRIMMER SHEET

10822 NO NONE

OCT 15 1980

BUREAU OF TRAFFIC ENGINEERING

Copy

file: Columbia ST. USE N/S COLUMBIA 6TH BROADWAY 7 AM - GPM PORTLAND, OREGON 97201 CONST. ZONE R3299 St. USE 15487 288-9393 To whom it may concern: J. LAMBERT There has been a blue cover on the parking meter at the corner of SW 6th and Columbia for many, many months now. It is understandable for short periods of time that maintenance may be necessary, or for some other reason, a parking space cannot be used at However, there has never been a bit of maintenance on this space or meter. It seems as though you are just cutting down on the already inadequate parking space available downtown. And believe me, we who work downtown are plenty aware when more spaces are eliminated. I suggest you take the blue cover off the spot. I would also appreciate a replay as to why the cover is on in the first place. SRIMINER SHEET-C J. MASCO Kerry Eggers MICH 08-61-01 Assign To of reten Ruturn To Discussion dist Plouse Namels For Your Info. Ргерого Алемея

JUD4 10822

REDEIVED OCT 16 1960

BUREAU OF TRAFFIC ENGINEERING

Copy

Date 10-2-29

Com

CITY OF PORTLAND BUREAU OF TRAFFIC ENGINEERING

TRAFFIC SIGNAL WARRANT COMPARISON*

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	umes on Major Street - Irs. (Total of both ches)	1046	806	738	763	908	1154	1118	777
same 8	nor Street Volumes - Hrs. (Highest hourly from either approach)	106	127	138	149	154	197	227	184
Major S	destrian Volumes Across street - Same 8 Hrs. st volume crosswalk)	×××			5				
			Mi	nimum V Warran		70%	Number Warrar (8 re	t is M	ρţ
Maj	um Vehicular Volume: jor Street nor Street			150		420	-	8	
Maj	ruption of Continuous Tr or Street or Street	affic:		900		630 53		8	
Veh	um Pedestrian Volume: nicular Volume (Major St destrian Volume	reet)		150				<u>8</u> ××	
Pre	ent Experience: eventable Accidents (las nimum Warrant	t 12 mont	ths)			5	*		
Ent	ns Warrant: cering Volume (Weekday p nimum Warrant	eak hour))			1351		* " "	
	Date	of Traff	fic Cou	nt <u>/-</u>	-18-7	18			

^{*} The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highway, 1971 edition.

** standard warrants used.

70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

*** Not studied

Speed ZONED 45 mph.

CITY OF PORTLAND BUREAU OF TRAFFIC ENGINEERING

TRAFFIC SIGNAL WARRANT COMPARISON*

	4/ 2 /	/ `	2/			,	4-	D	. ~
	Major Street N. Colur	n. DID	Blyd	· Mir	nor Stre	eet/	-0	CAM	12
	rly Volumes on Major Street - Any 8 Hrs. (Total of both approaches)	1351	971	93,8	962	//22	1396	15-39	898
	rly Minor Street Volumes - same 8 Hrs. (Highest hourly volumes from either approach)	445	325	293	328	386	419	301	239
	rly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)	×××	e 1		,				
		•	Mi —	nimum \ Warrar			Warra	of Hount is Mequired	1et
1.	Minimum Vehicular Volume: Major Street Minor Street			60				8	
2.	Interruption of Continuous Tr Major Street Minor Street	affic:		900	_		-	8	
3.	Minimum Pedestrian Volume: Vehicular Volume (Major St Pedestrian Volume	reet)		60			ĸ	8	
4.	Accident Experience: Preventable Accidents (las Minimum Warrant	t 12 mor	iths)			5			
5.	Systems Warrant: Entering Volume (Weekday p Minimum Warrant	eak hour	r)			1840			

Date of Traffic Count 11-26-74

*** Not studied

The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highway, 1971 edition.
 ** standard warrants used.
 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

CITY OF PORTLAND BUREAU OF TRAFFIC ENGINEERING

TRAFFIC SIGNAL WARRANT COMPARISON*

Major Street N. Columbia Blue	Minor Street _	N. IMTERSTATE PL
Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches) / <u>35/</u> <u>97/</u>	938 962 112	1 1396 1539 890
Hourly Minor Street Volumes - same 8 Hrs. (Highest hourly volumes from either approach) 7/ 68	102 91 94	95 100 64
Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk) *** *** *** *** *** *** ***	·	· · · · · · · · · · · · · · · · · · ·
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 Interruption of Continuous Traffic: Major Street Minor Street 	900 <u>63</u> 75 53	8 8
 Minimum Pedestrian Volume: Vehicular Volume (Major Street) Pedestrian Volume 	600 150	8 KKX
 Accident Experience: Preventable Accidents (last 12 months) Minimum Warrant 	5)
 Systems Warrant: Entering Volume (Weekday peak hour) Minimum Warrant 	163	9

Date of Traffic Count 11-14-72

^{*} The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highway, 1971 edition.

standard warrants used.

70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

Not studied

Columbia Blud

Notes From 6/24/80 Mg

June 12 80 Letter to Roger Trygstak

> Distribute Plan Connecting Delaware & Treatment Plant Avea ---

Next My Sept 1±

Have J-3 Alt Plans Developed See Affeched

Bob On to turnsh Plan Map

o Meet CUHA Bustness People Armour Schlussen?

Short mid of Ex Strucks Charlego. Pen New transac

43 M. S. - W. B. W. M. Agency Nint 1 Teff Asay CPRR LU PEPT. UPRR ENGR 2 BOB ORR 3 Ed Immel puc + JOE Walsh Barran of Planning 5 Steve Riddell Bireau of Street & Freehead Engr 6 Dick Spece BITE 7 Den Bergstrom EIE.



Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

Columbia Blot

In Reply Refer to File No.: ROW 18-2

August 25, 1980

David J. Astle
Assistant Commissioner
Rail-Air Program
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

UPRR @ N. Tyndall Avenue City of Portland Crossing No. 2AE6.7 SXF 1030

Dear Mr. Astle:

Your June 12, 1980 letter proposed a traffic signal installation at the intersection of Tyndall and Columbia Blvd. and requested that we discuss the matter with FHWA to see if they would be willing to fund the installation on a 90-10 basis.

The Federal Highway Administration has indicated concurrence with this sort of installation and will fund 90% of the traffic signal installation and the necessary railroad track circuits.

I would suggest that you proceed with the preparation of an Order along this line. Upon receipt of an Order, the Railroad is requested to enter into an Agreement with us for the railroad portion of the work and the City of Portland should contact Mr. L. E. George's office regarding their portion of the work. If the City's work is to be done by contract, they will have to make those arrangements with Mr. George's office. If it is to be done by City forces, the necessary City Force orders will have to be submitted.

Sincerely,

Roger D. Trygstad

Railroad & Utility Engineer

RDT:csr

cc: R. N. Bothman

E. L. Hardt

Jon Rose

Bob Orr, Union Pacific

Jeff Asay, Union Pacific

Don Bergstrom, City of Portland

Jim Wilson, City of Portland

BEGEIVED

AUG 29 1980

BUREAU OF RAFFIC ENGINEERING

19

M. Columbia Blud. + Delaware / Tyndall
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(= 375*
4 500"
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3096"/146

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UNION PACIFIC RAILROAD COMPANY

LAW DEPARTMENT



Senior Counsel

RANDALL B KESTER

L. JAMES BERGMANN General Solicitor

WHN F. WEISSER, JR.

Lieneral Attorneys

JEFF S. ASAY ROY P. FARWELL CAROLYN L. LARSON Assistant General Attorneys May 13, 1980

628 Pittock Block P.O. Box 4265 Portland, Oregon 97208 (503) 249-2660

Mr. David J. Astle Assistant Commissioner Public Utility Commissioner of Oregon Labor & Industries Building Salem, Oregon 97310

323-1-122

SXF 1030; Alteration of North Tyndall Avenue Grade Crossing; Kenton Line

Dear Mr. Astle:

Agreement has been reached among all interested parties concerning the Railroad's application to construct a second main track across North Tyndall Avenue in Portland. City of Portland will construct traffic signals at the intersection of Tyndall and Columbia which will be intertied to the Railroad's crossing protection circuitry at Tyndall. These traffic signals normally will present a constant flashing amber to traffic in both directions on Columbia Boulevard and a constant flashing red to southbound. traffic on Tyndall. Upon approach of a train, these signals will cycle through a steady amber and present a steady red in all directions. Immediately thereafter, southbound Tyndalltraffic will receive a flashing amber indication to allow it to enter Columbia Boulevard and clear the crossing area. When the train reaches the crossing, the signals will revert to normal operation.

MAY 14 1980 nh BUREAU OF

These signals will be interested to the intersection of Argyle hich the City is installing at the intersection of Argyle (Delaware) and Columbia Boulevard. As there is no crossing which is a private crossing, the These signals will be intertied to traffic signals protection at Delaware, which is a private crossing, the preemption circuitry for the Tyndall Avenue crossing will also be intertied into the Argyle signals. This will require a slightly longer track circuit on the east approach to the AFFIC ENGINEER Tyndall crossing, but I understand there will be no diffiMr. David J. Astle May 13, 1980 Page Two

The estimated cost of the traffic signals at Tyndall and Columbia is \$42,000. The Railroad requests that the State Grade Crossing Protection Account bear 75% of this cost and the Railroad agrees to bear the remaining 25%. There will be no cost to the City or to Armour for the installation of these traffic signals.

I understand from the Department of Transportation that the North Tyndall crossing protection will be funded by Federal Title II funds and State Grade Crossing Protection Account funds. If this is not the case, I would appreciate being advised as to the funding to be required.

The Railroad is agreeable to restricting the speed of trains on the new main track constructed across Tyndall to 15 miles per hour until the crossing protection and traffic signals have been installed.

Copies of this letter are being sent to the City of Portland and to Armour Packing Company, the main user of the Tyndall Avenue crossing. It is requested they confirm the agreement set forth above by executing one copy where indicated and returning it to you in the enclosed envelope.

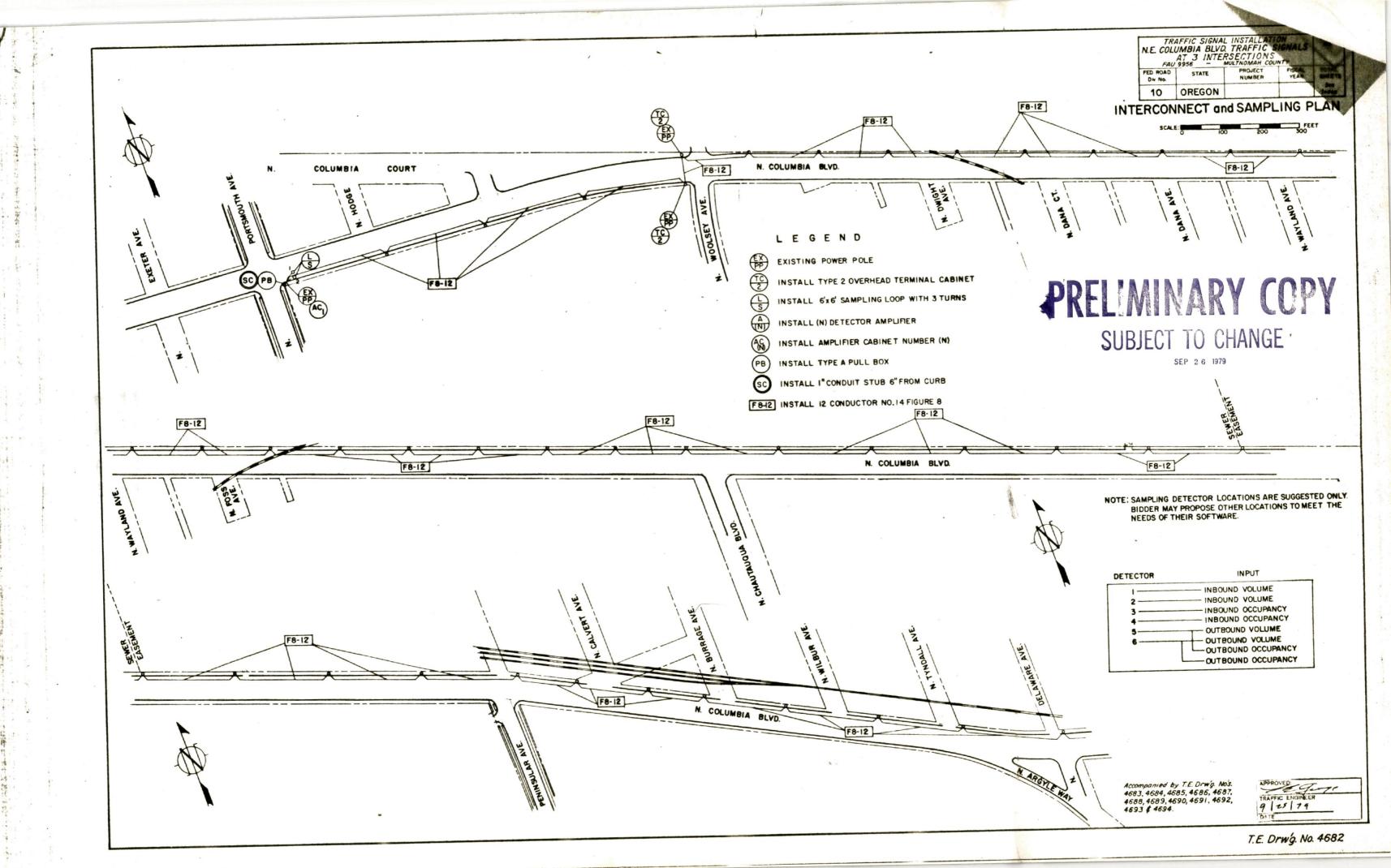
It would be appreciated if the Commissioner would issue an order allowing construction of the second track as soon as possible. If there are any questions concerning this matter, please contact the undersigned.

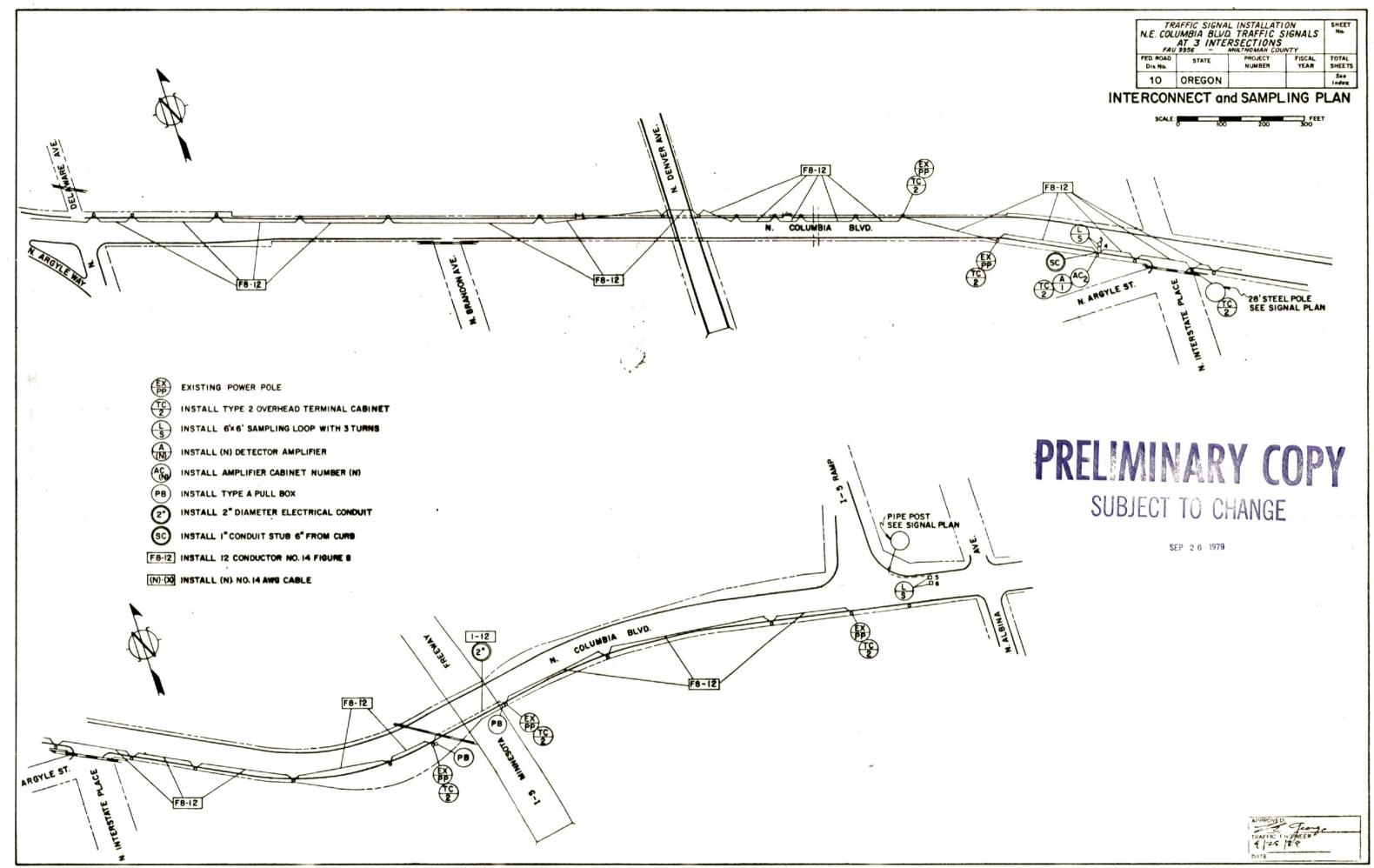
Very truly yours,

Jeff S. Asay

N. Columbia Blud. + Delaware Tyndall
PK Hr. Vol. 26/1 2 6/2 100A 600A
2 400 A 5 *60 A * 150 6
Sig Phases: (PM) See/Hr Right
1) 1 332
2)
4) V Dd. 500 564
5) 1760
6) = 750
Assome: 2+6 = 750"
Z+5 = 750° (= 375°
4 500 "
Total 2375" Easily Within Aveil 3096"/Hh
3096"/46

M. Columbia Blud Access-FILS Agency Nama 1 Jeff Asay UPRR Law Dept. 2 BOB ORR UPRR ENGR 3 Ed Immel 4 Joe Walsh Barran of Planning 5 Steve Riddell Bureau of Street & Avuctural Engr 4 Dick Spece B.T.E. 7 Don Bergstrom BIE. 11 17





TRAFFIC SIGNAL INSTALLATION

N.E. COLUMBIA BLVD. TRAFFIC SIGNALS

AT 3 INTERSECTIONS

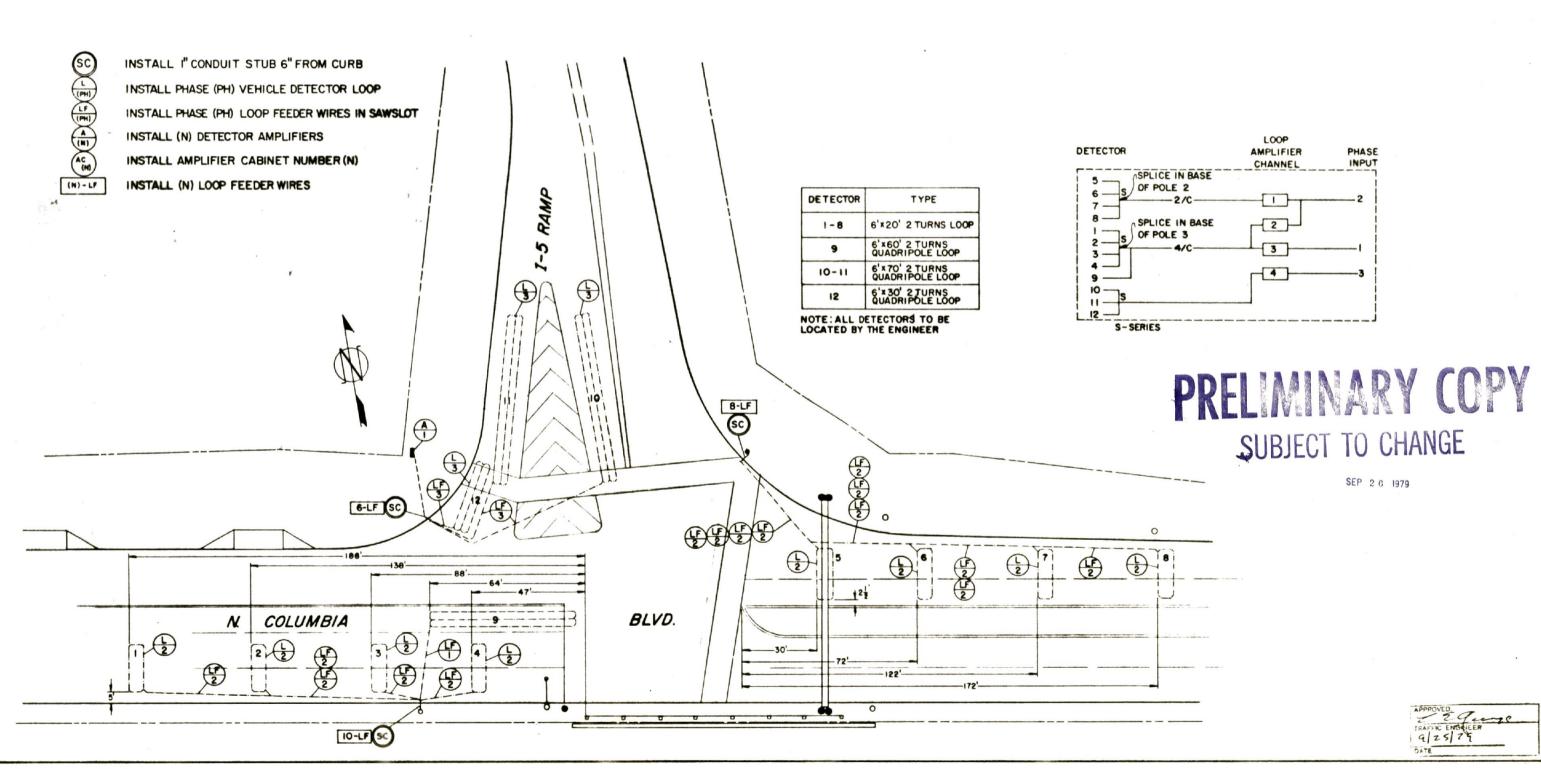
FAU 9956 MULTINOMAH COUNTY

FED ROAD
DIV NO STATE PROJECT FISCAL SHEETS

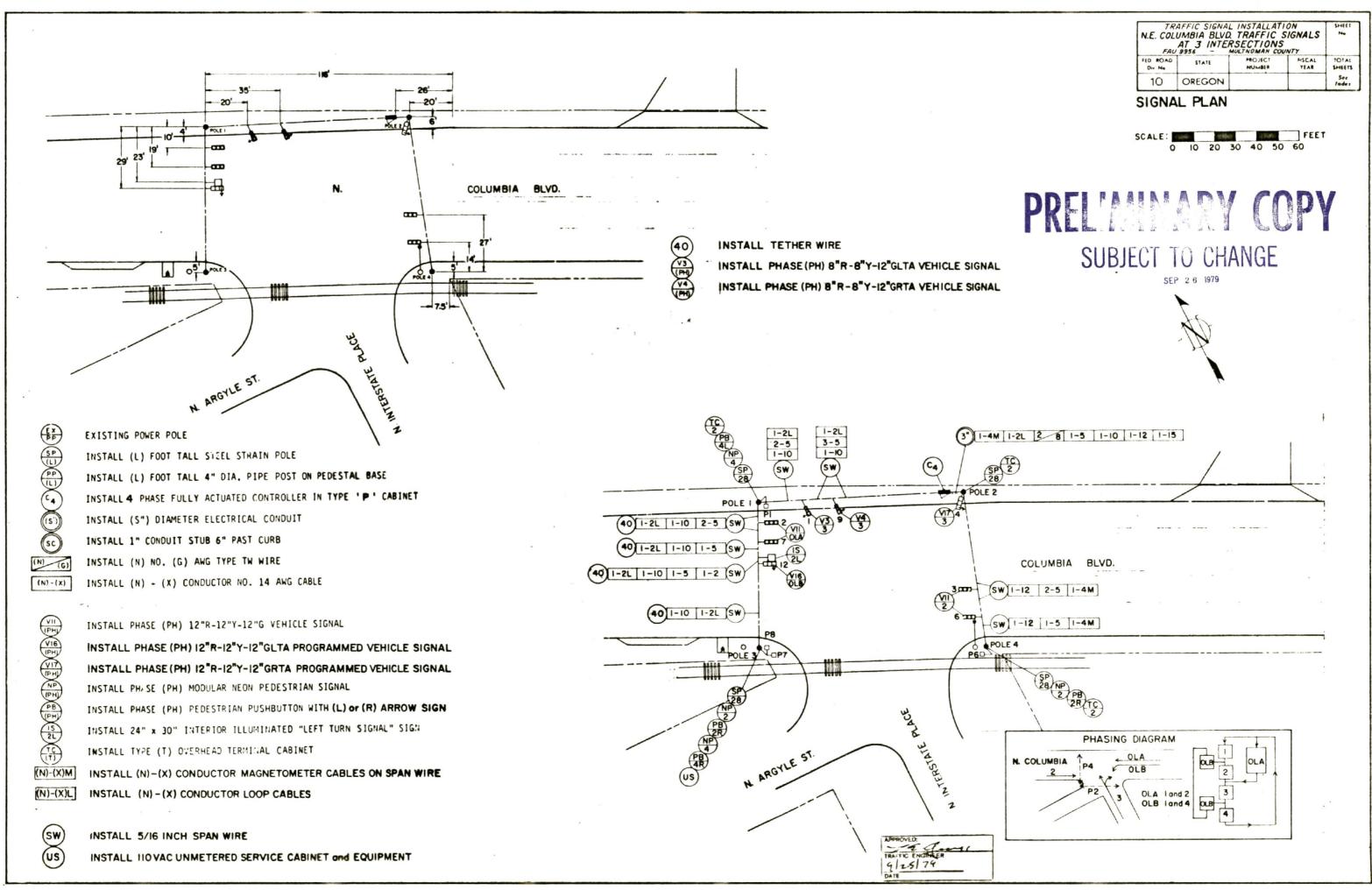
10 OREGON See Index

DETECTOR PLAN

SCALE: 0 10 20 30 40 50 60



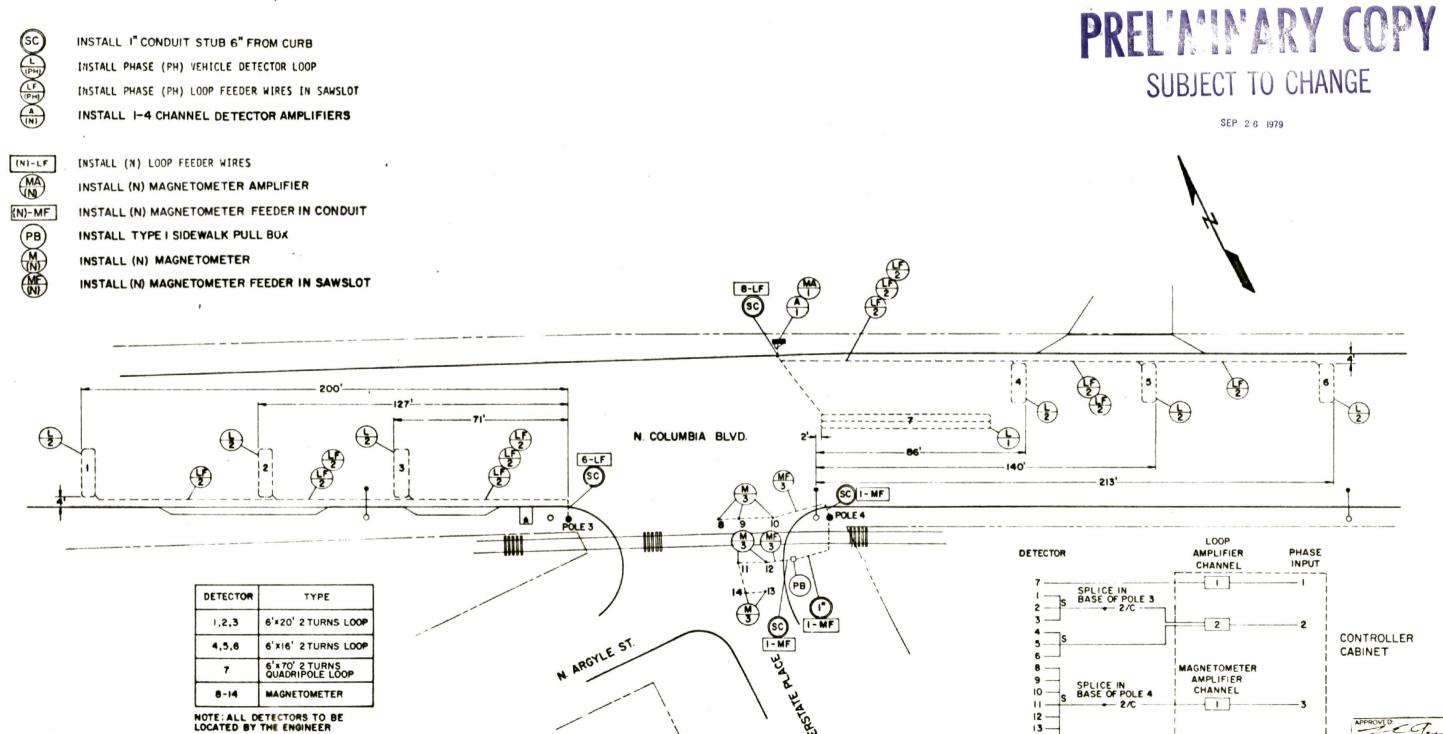
TRAFFIC SIGNAL INSTALLATION
N.E. COLUMBIA BLVD. TRAFFIC SIGNALS
AT 3 INTERSECTIONS
FAU 9956 MULTNOMAH COUNTY TOTAL FISCAL See Index OREGON SIGNAL PLAN 0 10 20 30 40 50 60 EXISTING POWER POLE INSTALL MAST ARM POLE RISER INSTALL (L) FOOT LONG MAST ARM INSTALL (L) FOOT TALL 4" DIA. PIPE POST ON PEDESTAL BASE INSTALL 3 PHASE FULLY ACTUATED CONTROLLER IN TYPE 'M' CABINET INSTALL (S") DIAMETER ELECTRICAL CONDUIT INSTALL 1" CONDUIT STUB 6" PAST CURB INSTALL (N) NO. (G) AWG TYPE TW WIRE INSTALL (N) - (X) CONDUCTOR NO. 14 AWG CABLE PHASING DIAGRAM INSTALL PHASE (PH) 12"R-12"Y-12"G VEHICLE SIGNAL OLB INSTALL PHASE (PH) 8"R-8"Y-8"G VEHICLE SIGNAL INSTALL PHASE (PH) 12"R-12"Y-12"GLTA PROGRAMMED VEHICLE SIGNAL INSTALL PHASE (PH) MODULAR NEON PEDESTRIAN SIGNAL OLB RAMP INSTALL PHASE (PH) PEDESTRIAN PUSHBUTTON WITH (L) or (R) ARROW SIGN INSTALL 24" x 30" INTERIOR ILLUMINATED "LEFT TURN SIGNAL" SIGN OLA . I and 2 OLB = I and 3 INSTALL TYPE (T) OVERHEAD TERMINAL CABINET (N)-(X)L INSTALL (N) - (X) CONDUCTOR LOOP CABLES 2-2L 1-10 INSTALL 24"x30" INTERIOR ILLUMINATED LEFT ARROW "ONLY" SIGN 3-5 N. COLUMBIA INSTALL HOVAC METERED SERVICE CABINET and EQUIPMENT INSTALL PHASE (PH) 12"R-12"Y-12"GLTA VEHICLE SIGNAL POLE 2 INSTALL PHASE (PH) 12"R-12"Y-12"GRTA VEHICLE SIGNAL PRELIMINARY COPY 2 (A) 2 (2) 1-5 1-12 2 1-15 1-4L 3" SUBJECT TO CHANGE SEP 2 6 1979 N. COLUMBIA BLVD. MP

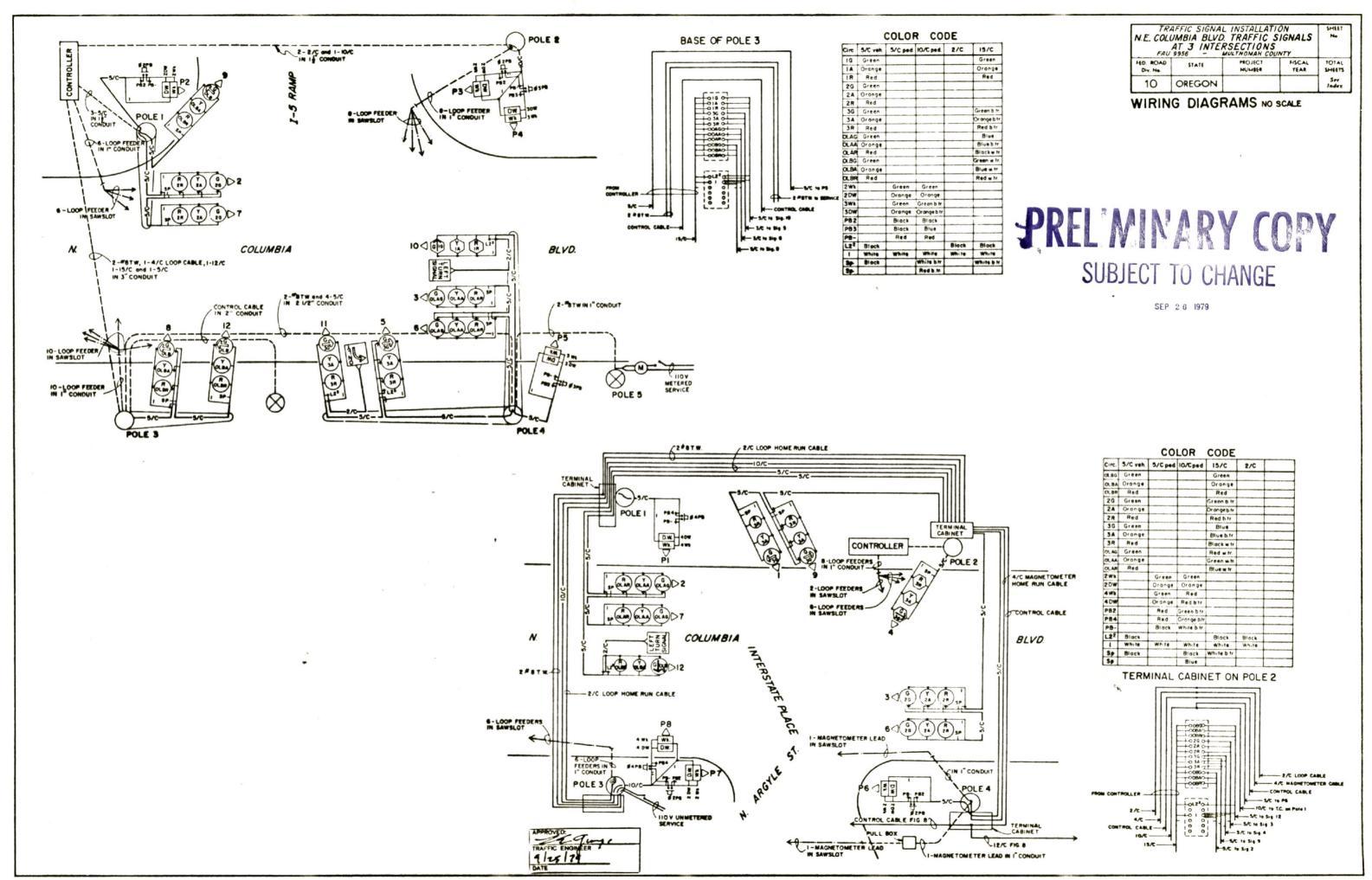


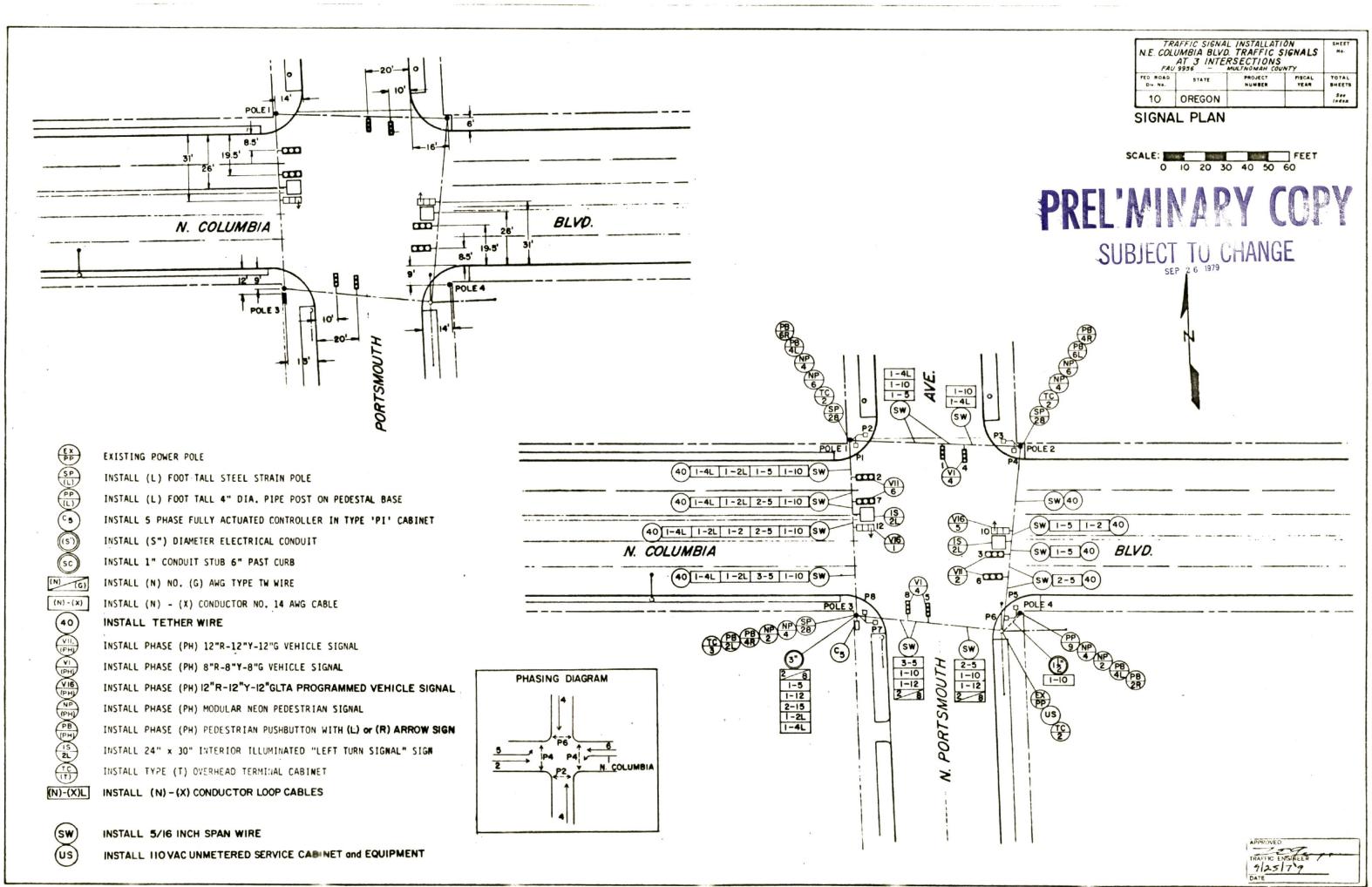
N.E. COLUMBIA BLVO. TRAFFIC SIGNALS
AT 3 INTERSECTIONS
FAU 9956 - MULTNOMAH COUNTY SHEETS OREGON **DETECTOR PLAN**

SCALE: FEET
0 10 20 30 40 50 60

S- SERIES







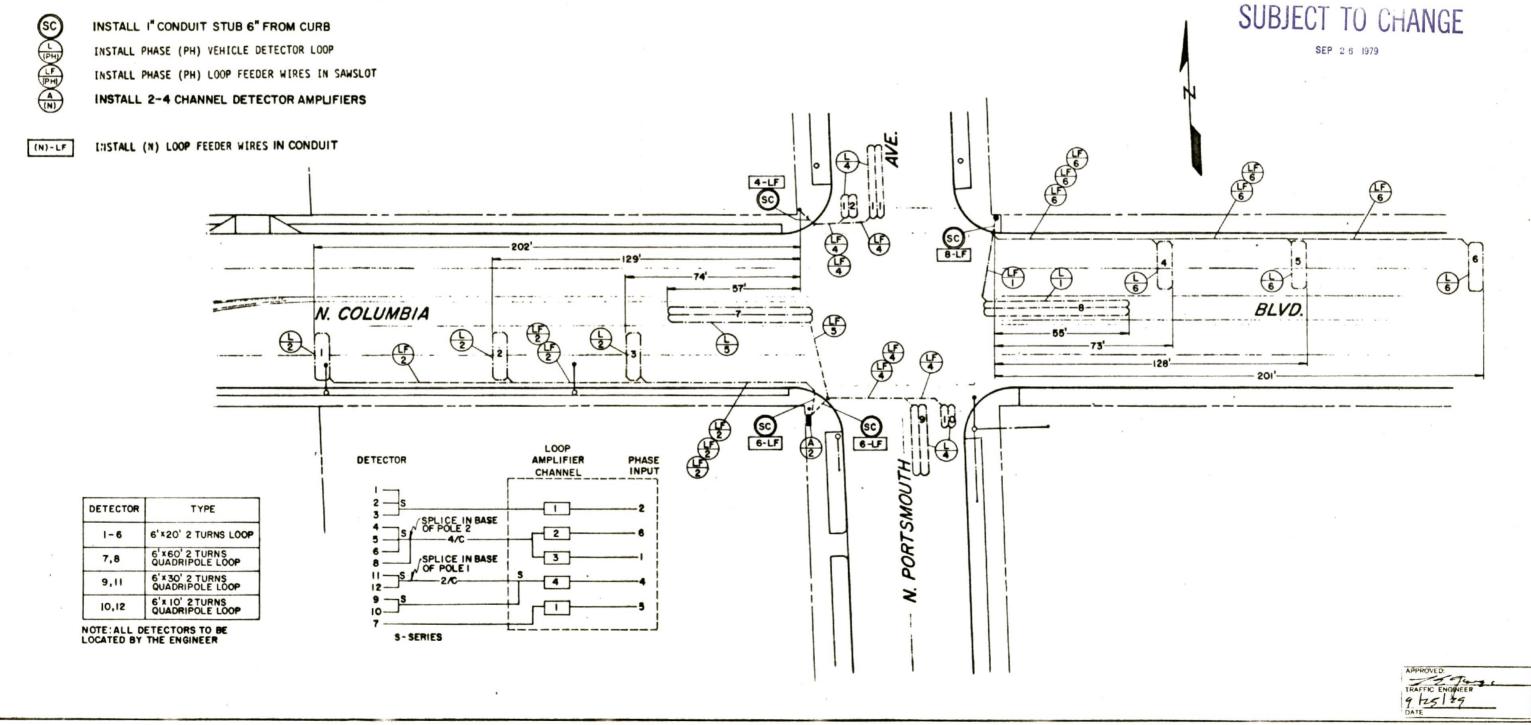
T.E. Drwa. No. 4689

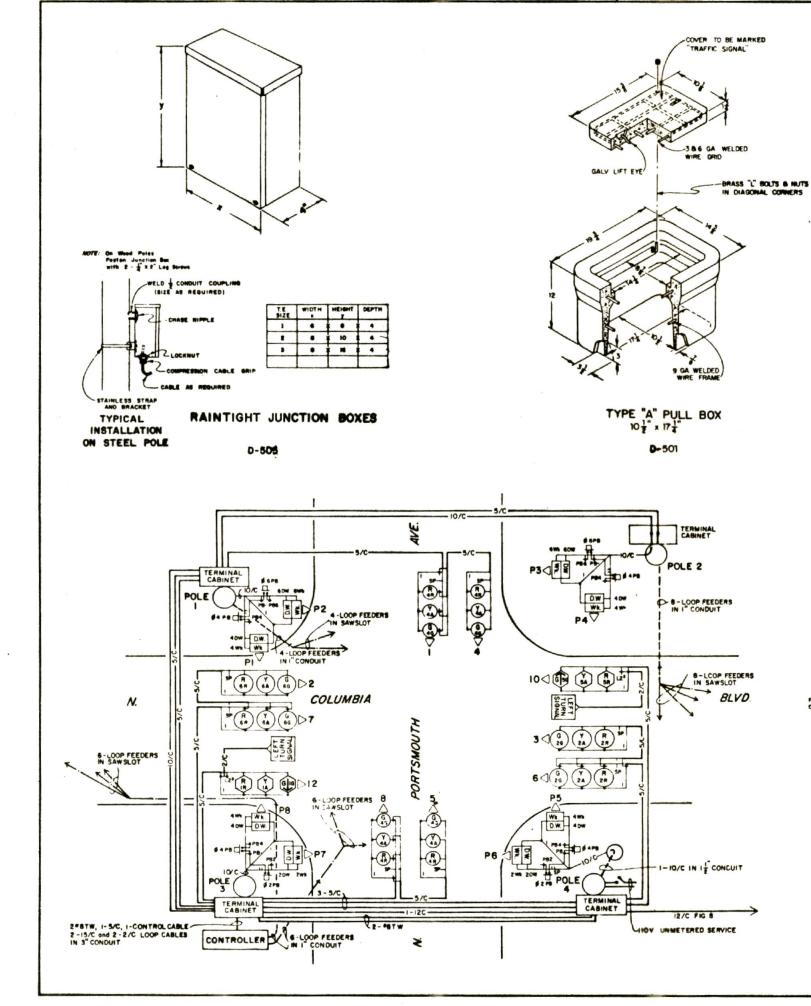
N.E. COL	AFFIC SIGNAL UMBIA BLVD AT 3 INTER 9956 - A	TRAFFIC S	SIGNALS	SHEET No.
PED ROAD	STATE	PROJECT NUMBER	PISCAL	TOTAL
10	OREGON			See Index

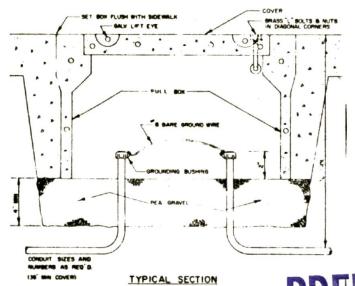
DETECTOR PLAN











PULL BOX

TYPICAL INSTALLATION

D-503

SIDEWALK

TRAFFIC SIGNAL INSTALLATION

N.E. COLUMBIA BLVQ. TRAFFIC SIGNALS

AT 3 INTERSECTIONS

FAU 9936 - MULTNOMAH COUNTY

FED ROAD
DIT No. STATE PROJECT HSCAL SHEETS

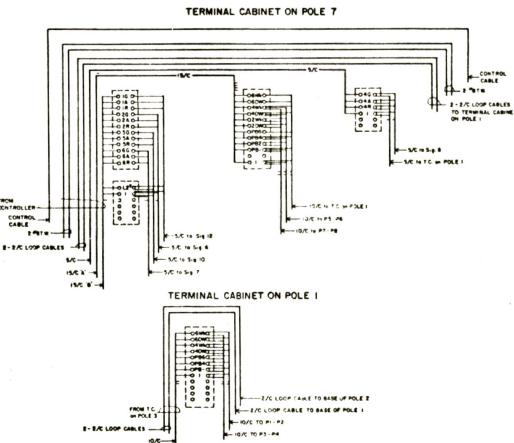
10 OREGON See Index

WIRING and DETAIL PLAN NO SCALE

PRELIMINARY COPY

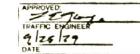
SUBJECT TO CHANGE

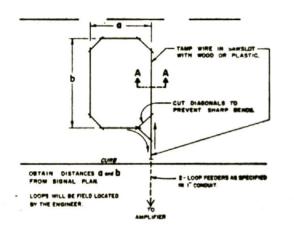
SEP 2 6 1979

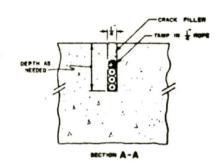


COLOR CODE

Circ	15/C 'A'	15/C'8'	IO/C Ped.	5/C Veh	2/0
16		Green		Green	
IA		Orange		Orange	
IR		Red		Red	
20		Green b. fr		Green	
2A		Orange b tr		Orange	
28		Red b tr		Red	
46				Green	
44				Orange	
4R				Red	
5 G		Green w. tr		Green	
5A		Blue w tr		Orange	-
5R		Red w !r	-	Red	
5 G		Blue		Green	
6A		Bue b tr		Orange	
6R		Block w fr		Red	
_	Green b. tr		Green b tr		
_	Orange b tr		Orange btr		
4 Wk	Green		Green		
4 DW	Orange		Orange		
			Green b tr		
	Green w tr		Orange bits		
PB2			Blue		
			Black		
984	Block		Blue		
	Blue b "				
- 8	White b fr		White bit		+
-					·
_					-
12	-			District	
L22		Black		Black	Block
1	White	Wh te	While	White	White
Sp.	Red	White b tr	Red b tr	Black	
Sp	Red b tr		Red		'
Sp.	Red w tr				
Sp.	Blue w tr				
Sp					L
Sp.					
Sp					

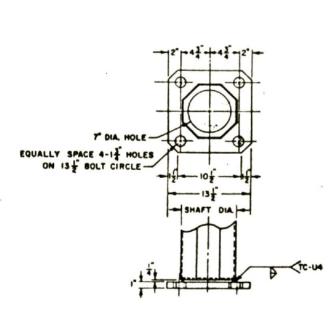






TYPICAL LOOP INSTALLATION

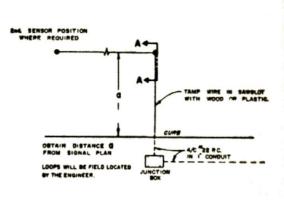
D- 802

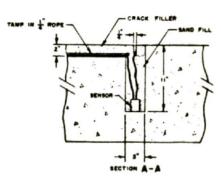


NOTE: RISER MAY BE WELDED TO BASE IN LIEU OF BOLTS.

RISER PLATE DETAIL

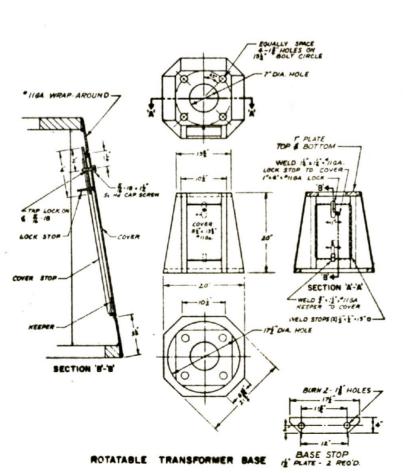
D-104-C



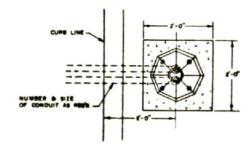


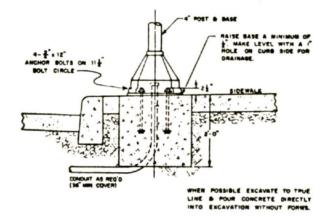
MAGNETOMETER SENSOR INSTALLATION

0-803



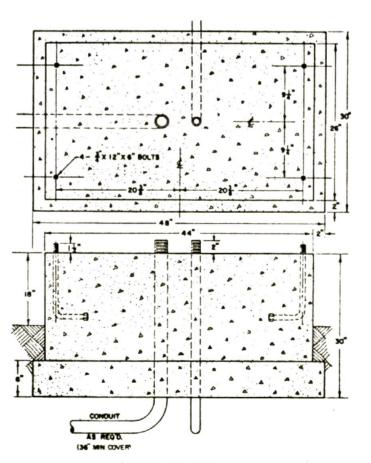
D-104A





FOUNDATION FOR BASE MOUNTED SIGNAL POSTS

D-206



FOUNDATION DETAIL TYPE PIT RECABINET

D-209

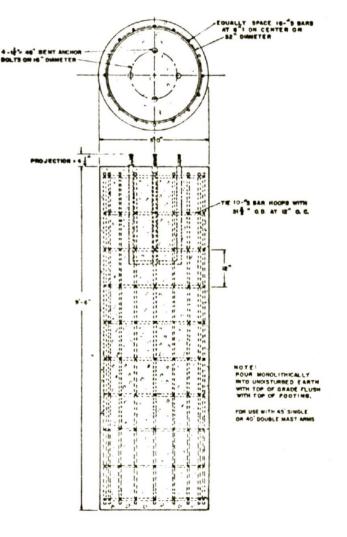


DETAIL PLAN NO SCALE

PRELIMINARY COPY

SUBJECT TO CHANGE

SEP 2 6 1979

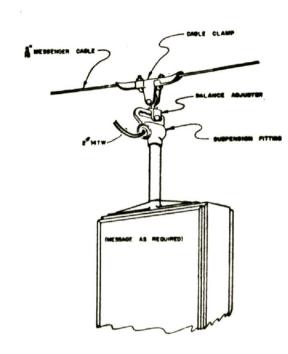


TYPE "C" FOOTING FOR MAST ARM POLE D-900

APPROVED.

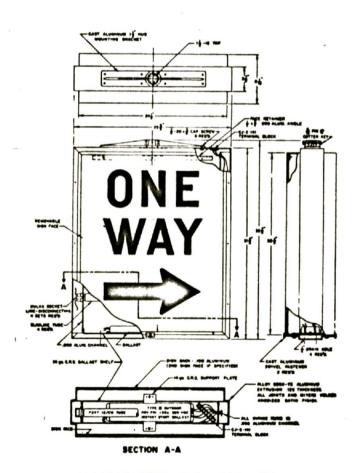
THATFIC ENGINEER?

7/25/79



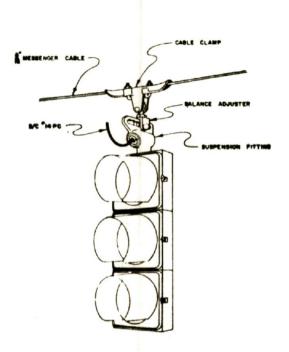
SPAN WIRE SUSPENDED SIGN CABINET

D-405



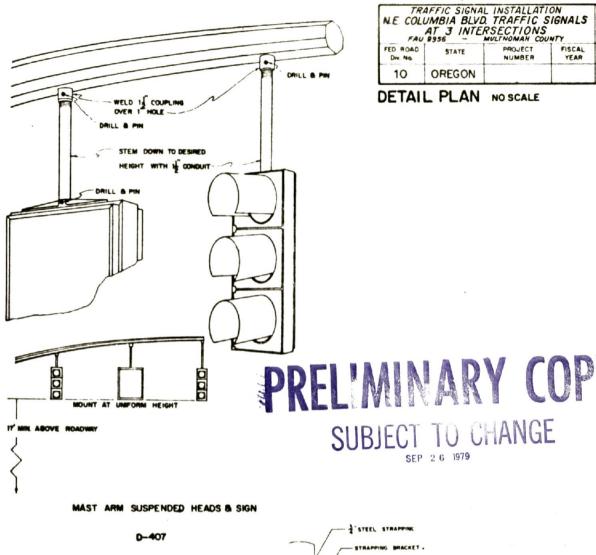
ILLUMINATED SIGN CABINET

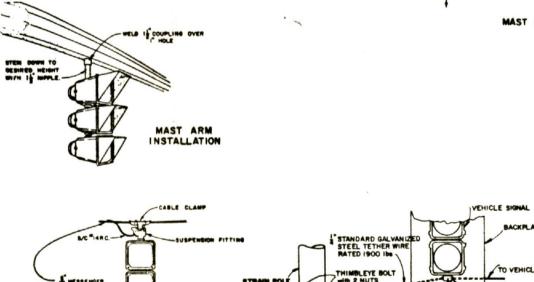
D-601



SPAN WIRE SUSPENDED SIGNAL HEAD

D-404

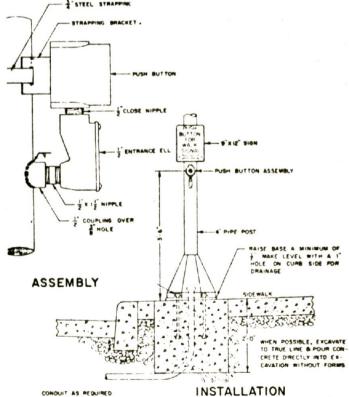




MESSENGER CABLE~ SM-CO. WIRE CLAMP CAT. NO. 066818 or EQUAL SPAN WIRE TETHER WIRE DETAIL INSTALLATION

SUSPENSION DETAILS
PROGRAMED VISIBILITY HEADS

D-403



PUSH BUTTON

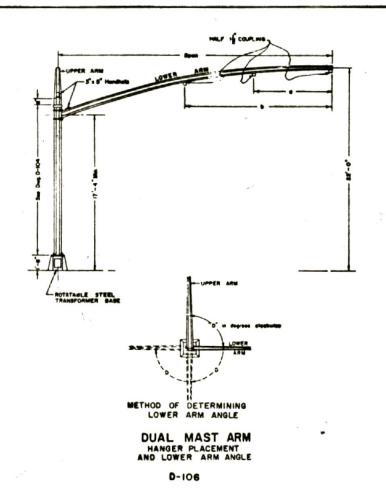
MOUNTING DETAILS

D-301A

TOTAL

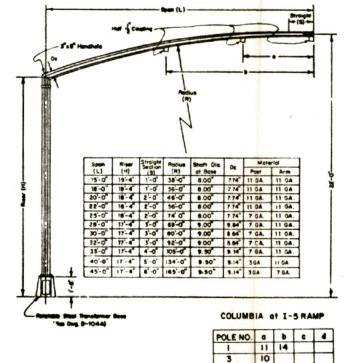
See

FISCAL



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TIPE C-HOOLAR ME



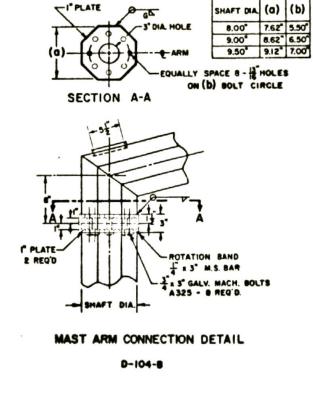
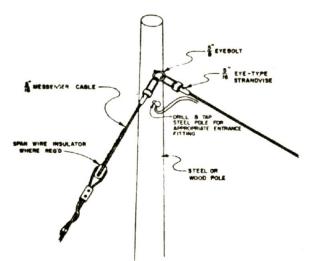


PLATE DIMENSIONS

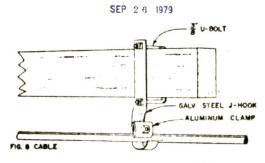


DETAIL PLAN NO SCALE

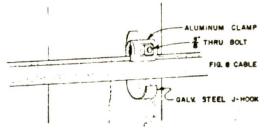


PRELIMENT COPY

SUBJECT TO CHANGE



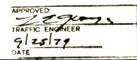
CROSS-ARM MOUNTED CABLE SUPPORT



POLE MOUNTED CABLE SUPPORT

FIG. 8 INTERCONNECT MOUNTING METHODS

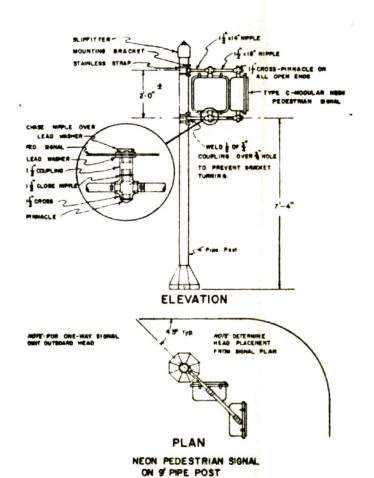
D-402



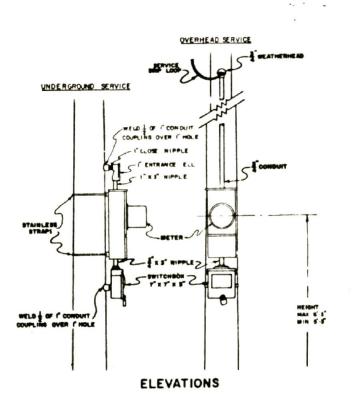
TYPICAL MAST ARM HANGER PLACEMENT

4(40'ARM) 4 11 25

D-104



D-302BN)



SERVICE INSTALLATION
ON STEEL POLE
D-310

NEON PEDESTRIAN SIGNAL ON MAST ARM POLE D-302AM)

ELEVATION

MOTE DETERMINE HEAD PLACEMENT FROM SIGNAL PLAN.

OVER I" HOLE ---

PED. SIGNAL



DEPARTMENT OF PUBLIC WORKS

MIKE LINDBERG COMMISSIONER

OFFICE OF PUBLIC WORKS ADMINISTRATOR

621 S.W. ALDER PORTLAND, OR 97205 Spect Columbia Blod. Sce me 5/27 IPM onthis

May 15, 1980

MEMORANDUM

T0:

Don Bergstrom

Bureau of Traffi¢ Engineering

FROM:

L. David Hillh

Bureau of Street & Structural Engineering

SUBJECT: Columbia Blvd. Signals at Three Locations

Recently you inquired as to why the subject project was being dropped for the May 29, 1980 Bid Letting. The reason was, and still is, as I explained to you, the shortfall of Federal funds. Please note the attached April 9, 1980 memorandum (addressed in part to you) that indicates the projects that were dropped (actually deferred until the Federal apportionment becomes available) as a result of this shortfall, including the Columbia Blvd. project. Please note also the attached two pieces of correspondence that confirm the projects being dropped temporarily. Please call me at 248-4643 if you have any questions or comments concerning this matter.

LDH:1r

Attachments

MAY 19 1980

ENAFFIC ENGINEERING



April 9, 1980

DEPARTMENT OF PUBLIC WORKS

CONNIE McCREADY COMMISSIONER

OFFICE OF PUBLIC WORKS ADMINISTRATOR

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

TO:

Don Bergstrom, Bureau of Traffic Engineering

Steve Dotterrer, Bureau of Planning John Lang, Public Works Administrator

Dave Vargas, Bureau of Street & Structural Engineering

FROM:

Dave Hilly Frogram Management Street & Structural Engineering

SUBJECT: Federal Fund Cut-Backs

In the past several weeks since President Carter announced his anti-inflation measures, there have been several implications against our share of Federal Hwy. funds. First, the Feds announced a 30 day freeze on all new obligations of Federal Hwy. funds. We are now in the fourth and hopefully last week of that freeze. Simultaneously, it became apparent that there were insufficient Federal Interstate Transfer funds to fund the Portland Regions work through the end of the Federal year (Sept. 30). There was identified a \$40 million plus need for Federal funds between now and Sept. 30, but only about \$19 million are available. I met with the staff of the three Bureaus and projects or phases of projects were selected and prioritized. I then met with members of the region (ODOT, Clackamas Co., Multnomah Co., and Washington Co.), and an operating budget for the rest of the year was prepared (see attached). The net result is that about \$10 million worth of scheduled city work will go unfunded until the next apportionment of Federal funds becomes available.

On Wednesday, April 2, 1980, the State Highway Division was notified that once the freeze was lifted there would be an immediate 60% deferral (impoundment) of Highway Trust funds for the rest of the Federal fiscal year. This means that FAP, FAS, FAU, and FAI funds will be cut back 60% for the rest of the year.

The City of Portland has some projects with FAU funding, but the impact should be minor. The City has significant interest, though, in several projects with FAI funding. Among them are Greeley/I-5,

Page 2 April 9, 1980

the Marquam Ramps, and I-405. The impact on these projects is as yet unknown, but Steve Dotterrer and I will be looking into this. The City has no projects with FAP or FAS funding. As a result, all Bid Lettings for April, 1980, have been suspended. The City had three traffic signal projects scheduled for that letting. They will now probably be let in May 1980.

It is expected that all types of Federal Hwy. funds (FAP, FAS, FAU, FAI, and FAIX) will be at reduced levels for the Federal FY 81 (Oct. 1, 80 - Sept. 30, 81).

DH: Ih
Attachment
cc: Ralph Tashima
Glen Pierce
Vic Rhodes
Dick Speer

The attached pages 1,2&3 show the entire list of elements of projects that the City has scheduled between now and the end of the year (Dec-Jan). Projects marked DEFERRED indicate elements of projects which are not scheduled to be funded until next year (1981). Contingency funding indicates projects which would get any extra funds that may become available. All other project elements shown are programmed for funds.

Ma-thorn to Mid-Noveber 80 FAIR Obligations

	Project	Propried Schröule.	Phase	Fed R
	33rd 1 Broadway	May 80 Let	Const.	217 ^k
formed by	Holly was Transportation	Jux 80	PE	215 ^k
{ {	39th Aux, Glennood to Gleron	May 80	R/W	\$35 255 19/11
	39th Aux, Glenwood to Glison Union Aux, Phase II Phase IT	May 80 Let July 80 Let	Const.	2826 ^k 749 ^k
erad by Staff ingency Fundin	Basin (Going	od so let	Cond. RIW	1773 ^k 97 ^k
	Macadan Auc.	Jux 80 Let	Cont.	3825 ^k
ared by Stati	Going Noise	FALL'80 RSAP	Const. RIW	215 ^k
erred terred	Going Noise 14th / 16th Couplet Beauaton / Hillidale Way	May 80	PE R/W	14 ^k 20 ^k
ferred	Beauaton / Willidale Way	July 80	PE, adddonal Rlw	16 ^k

Mis - March to Mid - November 80 FRI Congestions

		i		
	Project	Proposed Schedule	Phase	FedH
ferned	Holgote Bridge	June 80 Let	Carit.	5185k
	Columbia Blud.	Jure 80	R/W	348* 7200k
terned by Statt	Columbia/Columbia/ N Portland Rd.	Ying 80	PE.	54 ^k
	Arterial Overlage, I	Ime 80 Let	Const.	840k
m jeny Funda	Arterial Overlays, I	FALL'80	PE	120 ^K
•	Burnside / Tichener	ASAP Aug 80	PE R/W	10 ^K
	Barbar / Terwilliger	ASAP	PE	200× 100×
	Front Ave.	July 80	PE	387 100k
	NW Transportation Study	Na, 80	PE	30 k
clerned by Stat	SW Moody Braycle Path	July 80	PE	12k
eferred by Stat	Front Ave. NW Transportation Study SW Moody Braycle Path Arterial Light Conversion	April 80 Sept. 80	PE Cond.	90 ^k

Mid-terror to Mid-November 80 FROM Out of all

	Project	Proposed Schedule	Phale	Fedl
	New Traffic Signals @ Slocations	April 80 Let	Const.	191 ^k
lingency Funding	Traffic Signal Replacement	FALL'80	PE	82 39t
	Traffic Signal Important	FALL'80	PE	96t
I	Pavell I Pirting Lots	Deg '80	Conit.	85k
	Parell II	June 80	R/W	5/50 1275 k
	Divition Carridor	Sept. 80	Cont	375 ^k
tingency Fund	Signals, 3/ocations on	April 80 Let	Const.	187 ^k
	Signals, 3locations an Columbia Blud Signals, CBD @ 20 locations Replacements	April 80 Let	Const.	771,5 ^k .
	Mt Scott Transportation Study	FALL'80	PE	30 ^k
	Signali, CBD @20 locations Replacements Mt Scott Transportation Study Pedestrian Signals Sott & 70th 1 Sanay Total Progr	April 80 Let Total 1 ourced (not including Contin	Cond. Veed >>	51 ^K 22018.50 ^K
	1	ì	r r	



May 1, 1980

DEPARTMENT OF PUBLIC WORKS

MIKE LINDBERG COMMISSIONER

MAX KLOTZ TECHNICAL SERVICES ENGINEER ODOT - METRO 5821 NE GLISAN PORTLAND OR 97213

OFFICE OF PUBLIC WORKS ADMINISTRATOR

Dear Max:

621 S.W. ALDER PORTLAND, OR 97205

Pursuant to our discussion concerning the May 8 and May 29, 1980 schedules of Contract Lettings, I have found only one project listed that we do not intend to go to bidding with. This is the Columbia Blvd., at three location project scheduled for May 29, 1980. If you have any questions concerning this, please call me at 248-4643.

Sincerely,

L. David Hill, P. E. Program Management

Bureau of Street & Structual Engineering

LDH:jh

Delay this project until further funding available = Jan-Feb81



STATE OF OREGON

Department of Transportation

Ass't State Highway Engineer

Metropolitan Branch

INTEROFFICE MEMO

Telephone: 238-8231

Date: May 8, 1980

TO:

D.H. MOEHRING

Attn: Gary Zehner

File No: 326-1952

FROM:

MAX J. KLOTZ

Metro Technical Services Engineer

SUBJECT:

Columbia Blyd. Traffic Signals

3 Intersections

City of Portland Prefix: 326-1952

Attached is a copy of the letter from David Hill of the City of Portland in which he confirms their request to withdraw the subject project from the May 29, 1980 bid schedule.

As we discussed on the phone please reschedule the project for bid in November, 1980.

js

cc: D. Hill

D. Fantz

D. Peterson

CITY OF PORTLAND

INTER-OFFICE CORRESPONDENCE

(NOT FOR MAILING)

May 20, 1980

From

Don Bergstrom

To

Dick Speer and Charlie Masco

Addressed to

Subject

Mike Kyte of Tri-Met called today and we scheduled a meeting for Tuesday, May 27, 9:30 a.m. in my office.

The purpose of the meeting will be to discuss a new draft bus stop policy that Tri-Met is proposing. The policy will deal with spacing, far side versus near side, use of zones versus loading in the street, new handicapped requirements that Tri-Met has and a request that our zone signing be changed so that there is a Tri-Met identification sign.

As a second subject, they would like to discuss Two Main Place. Apparently they have asked permission to travel across the Madison Street bus lane to get to a truck loading dock.

Would you attend this meeting?

Thanks.

DEB: jjp

May 12, 1980

INTEROFFICE MEMORANDUM

TO:

D. E. Bergstrom

FROM:

R.C. Speer

SUBJECT: N. Columbia Blvd. Signals

N. Delaware Signal

The P.U.C. says they cannot treat as a normal crossing - paying the match and using railroad crossing funds for the controls and gates, because this is not a "Designated" crossing.

The crossing of Tyndell & Delaware were discussed by B.T.E., C.E., U.P.R.A. and P.U.C. with the idea of combining these crossings to cross the tracks and enter Columbia Blvd. The possible connection of Tyndall and Delaware via Trenton was discussed but Delaware is only a 30' wide R/W and the C.E. won't improve less than 50' R/W. It is next to impossible to acquire additional R/W along Delaware to Trenton because the business on the west side of Delaware wants to build on this property in the future.

The possibility of a connecting roadway just north of the tracks was considered bu there is a small piece of property that could not be acquired.

May 12, 1980

INTEROFFICE MEMORANDUM

TO: D. E. Bergstrom

FROM: R.C. Speer

SUBJECT: N. Columbia Bivd. Signals

N. Delaware Signal

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The possibility of a connecting roadway just north of the tracks was densidered bu there is a small piece of property that could not be acquired.

Jeanne Dunn 3410 N.E. Beakey Portland, Oregon 97212

Dear Ms. Dunn:

This is in answer to your concerns about N.E. 33rd Ave. and Fremont.

The original project installed left turn signals for north and southbound traffic. This was done as part of a project to reduce traffic driving through residential streets in order to bypass the no left turn signs at the signal.

It was found that there was insufficient capacity for this additional signal phase, causing some serious congestion.

The neighborhood association has been contactednend it is their desire that the left turn lane remain in operation, but that the signal for the left turn be removed.

Another problem is that the two signal heads, required by national standards, for each direction plus the left turn sign and signal appear to visually overpower the intersection.

We will clean up the clutter by removing unnecessary signs and signal heads and mount one of the signal heads at the side of the street. Jeanne Dunn 3410 N.E. Beakey Portland, Oregon 97212

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We will cleen up the clatter by removing unnecessary signs and signal heads and mount one of the signal heads at the side of the street.

gaption:

Additionally, we will add parking to clarify the left turn aane.

We certainly agree with you about the time it has taken to clean this intersection up.

Hopefully, the lesson we have learned here will balp establish new standards which we will use throughout the city on narrow streets.

Sincerely,

D.E. Bergstrom City Traffic Engineer

DEB:mc

Eames K. Wilson M. J. Martini

N.E. 33rd & Premont May 12, 1980 Page 2

Additionally, we will add parking to clarify the left turn dane.

We certainly agree with you about the time it has taken to clean this intersection up.

Hopefully, the lesson we have learned here will bhip establish new standards which we will use throughout the city on narrow atreets.

Sincerely,

D.E. Bergstrom City traffic Engineer

DEB : MC

cc: Mayor McCready Games K. Wilson M. J. Martini

DER Temporary Control Warmuts	columbia Blod.
Location: N. Columb Blud & IS Date: 8/19	2/80
Type Temporary Control: Temp Sig	inal
Basic Question: Is temporary contro cost effective for interim per	
# Present/	Temp.
Tuterim Accid 11/6.8 22,900	10,140
· Fuel + Delay 59,854	77,108
- Installation Gst - "	4-730 (net
- Total B/A Costs #82754 *	91,978
*Time temp. Control in effect: 12 mas	*
* Special Problems: School, Heavy Pekast Use, Elderly, Extreme Congestion Etc	
Cost Benefit Ratto: 4730 = -9	5
Recommendation: Temp Signal No Warranted - 6 of the 11 1979 Accid to correctible with signal control.	

Develop Costs for Signal & Stop Operation Fuel Costs: Signal E68 Gal/4./1000 (25% Delayed 15") (27 × (868) = 23,436 Gal = 29,285/42 5 " Delay + 5/0 160 = 2857/60//4/1000 C Well poled Ace Delay measured a Intersection (6.3°) (3256) = 20,5/3601 = 25,641/4 Dolay Costs: Assume 5/th. Signal (5)(2223)(340%) = 47,813/42 50%, ET -1/PK = 5", PK = 7.0" SOR IT OFF PL > 10", PK = 22" Assume

GOS OHTE Ave July = 60% @ (5+10) = 7.5" 40% PK 400 E (7+28) = 175°

weighted Aue = 11.50

8L6'16 72C,582 what 0867 JUMI COSE 0+1'01 22,960 Acid Costs المرسا روء ال E12/27 34513 H952 29,295 27.202 120-4015 ZIGNYE Therman OS. 20677 7.34.37 FOR X 2 OH DOSS X E TON 005'91. (6CBT) (7*52H) ar 101 32491 D Q0 25 0697 POSSONE TOT TO SUCCES 0022 (1000)(200)(24C) でがらりをある 008 = 19,0022 = [nt | 600,2 £] = +27 = (P2)(0+E)(SSS)(340)(P029) +H H 20,825 = (3)(0)E(009E)(09)(00E9) M 236 888'8), Dollay Co.to Cont.

Basic Fuel Assumptions

Fuel Costs For All Way Stops Assume: 5" Delay,

* .0075 Gal/Veh - For Stop & Go * .65 Gal/Hr. - For Delaci

Stop = 60: 1000 ADT x.0075 (x 340) = 2550 (x)

Delay: (3600) Hr X 1000 ANT X 165 Gal X 340 1 = 307 God 44.

Total Stop = 60+5" Delay = 2857 Gy

Fuel Cost. For Signal
Assume: 25% of vehicles delayed 15"
75% " " " " " " "

Stop & Go: 2550 =

638 Gal

Delay: (1000) ADT 4 3600) H1, X. 65 (1) 2340 1 = 230 506

Total Fuel Coste @ Signal = 868 Cal per 1000 ADT

Sovings over all way stop =

1989 Gal Periceo ACT

* Source: Procedure For Estimating Hury.

User Costs, Fuel Consump. + Atr Pollotion - EHULA. Mar 80

Fuel Saved With LOP-GA Flashing Operation

Assume: Ave ADT Thru Intersection= 14,300
Meta St. ADT 11,000
Minor St. ADT 3,300
10P-6A Volume = 7,3%

Fire Costs: (3.3) ADT X 7.39, X 2857 60/1000 = 688601

Fire W/ Signal: (14.3) ADT X 7.37, X 868 60/1000 = 906601

Fire Saved = 218 60/100

2 1.25/62//Jahr/12 = #273

v •

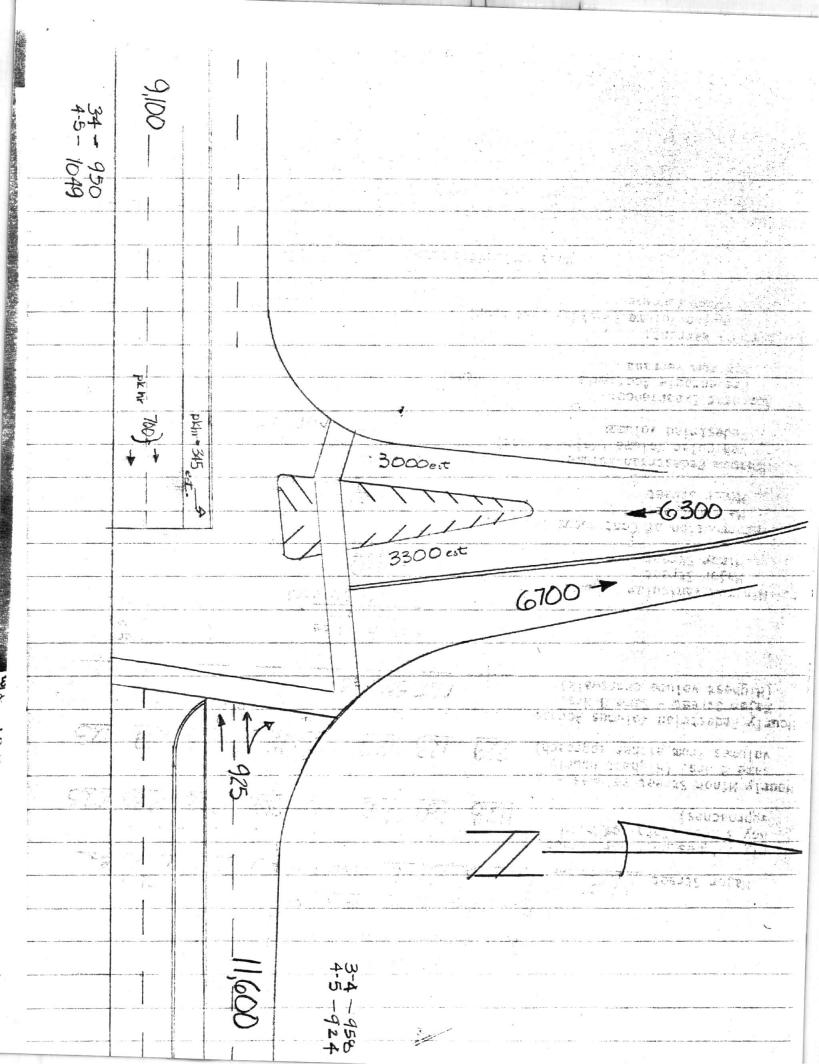
CITY OF PORTLAND To. Time Date YOU WERE OUT Mr. Phone PLEASE CALL TELEPHONED CALLED TO SEE YOU WILL CALL AGAIN WANTS TO SEE YOU RETURNED YOUR CALL Message

CITY OF PORTLAND, OREGON BUREAU OF TRAFFIC ENGINEERING

COLLISION DIAGRAM

PERIOD COVERED 1977 TO 1979 DATE 8-14-80 LEGEND Person Killed Pedestrian Killed "HON COLLISION) Person Injured Pedestrian injured Property Damage Only Collision-Rear-end Callision - Head-on Collision-Sideswipe d...... Path of Pedestrian RS = RAN STOP SIGN Path of Vehicle Path of Animal **Vehicle Moving** Vehicle Stopped Vehicle Backing Properly Parked Improperly Parked Vehicle Overturned Vehicle Skidded 1978 197 COLLISION TYPE Non- Prop. Total Fatal Non- Prop. Total Fatal Damage Total Fatal Damage Total Fatal Damage Total Non- Prop. Total Fatal Angle Head-on 3 2 4 2 Rear-end Sideswipe 3 **Turning Movement** 5 Parking Non-collision Fixed Object Pedestrian Backing Misc. TOTAL 8 3

7.3 Ave/4.



Your Neconstructateurs,

Return to Aug 26th D.E.B Mts.

			DATE
rom:	Bureau of traffic engineering	IG .	<i>y</i> -
X	FOR YOUR ATTENTION & REPLY FOR YOUR INFORMATION		PLEASE INVESTIGATE & REPORT PLEASE ANSWER OR ARRANGE
ote:	Columbia Blod & IS Ran	7.	
		Labor &	Material.
	Set 2-28' steel poles	800.00	3 200*
	Install 130' span.	200.00	50
	Install 130' Cabling	400.00	100
	Install 6 veh. signals	500,00	1200 +
	Install Service	200.00	100
	Install Controller	500.00	4500 *
		2600.00-7	9250
		* Recoverable materials depreciation	11,850 4,730

Don

This is Jims estimate for Temp. Signal @

N. Columbia Blud and I = 5 Ramp. — The

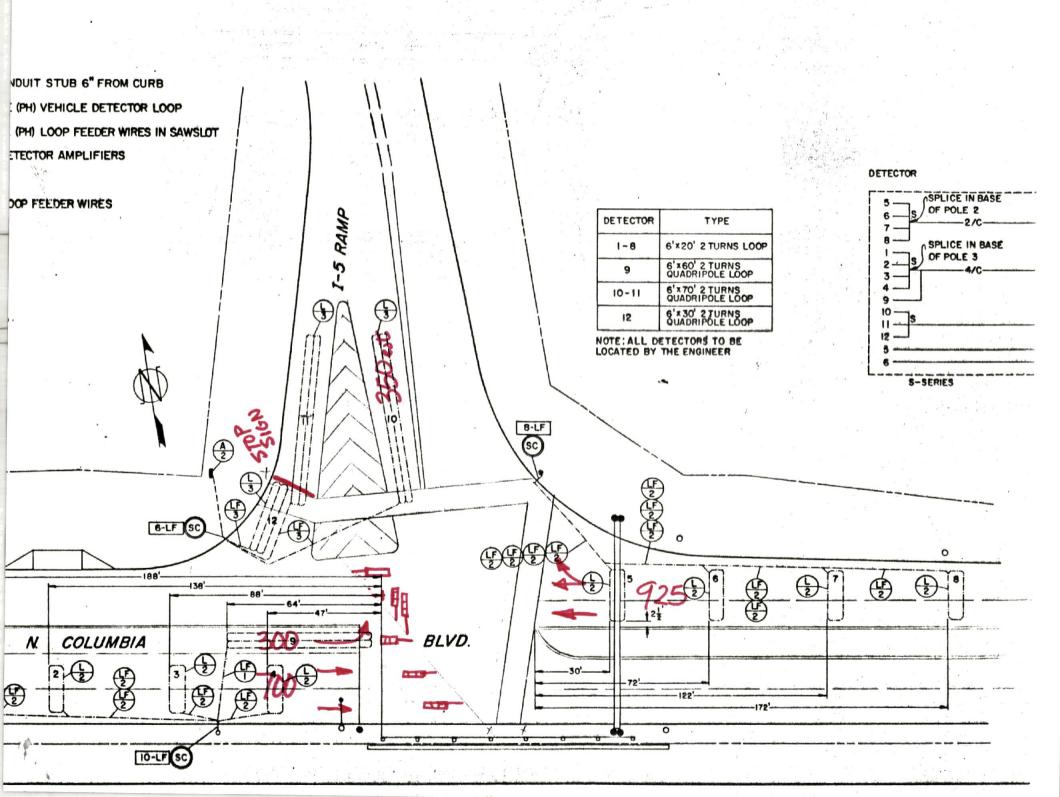
Signal would operate on fixed time from a

Capacity Standpoint — However there would have to

be a fixed time left turn phase for the Turn to the

on ramp which would stop wB traffic and not work

real efficient but would Probably work.



Bureau of Traffic Engineering FIELD PROJECT INSTRUCTION SHEET

W.O. No.	
Comp. No.	
TO EVAMS-THOMPSON	8-20 ,1980
Location N. Columbia	- Columbia OFF RAMP
Work to be done Make delay	study of off ramp
Work to be done Make delay	pm
See	Issued by
Prior to Field Work	
Completed 8/22,1980	By SE
File	

Time VEhicle it has Come to Stop. 8 LT LANG SEPARATELY 6.7 sec 27,9sec M. Columbia

FRI 8/22/80 CLEAR-75° 430-5:30 PM (15)

RAMP FROM I-5 N/Bd to Columbia Blod (Left Turns after stopping)

COMES TO STOP 1. OF COLUMBA BLUD	MOVING OVER STOP BAR	FLARSED
4:35:36	4:36:05	0:29
4:36:40	4:38:15	1:35
4:38:25	4:40:20	1:55
4:39:50	4:40:40	0:50
4:41:45	4:42:25	0:41
4:43:03	4:43:12	0:09
4:43:20	4:44:00	0:40
4:43:32	4:44:11	0:39
4544:05	4:44:30	0:25
4:46:51	4:46:57	0:06
4:46:58	4:46:05	0.07
4:47:00	4:47.08	0:08
5:02:25	5:03:12	0:47
5:05:20	5:06:05	0:45
5,06:08	5:06:15	0:07
5:07:16	5:07:20	0:04
5:13:28	5:13:49	0121
5:14:15	5:14:18	0:03
5:14:18	5.14:40	0:22
5.15.15	5.15.58	0:43
5:17:00	5:17:15	0:15
5:21:13	5:21:22	0109
5:22:40	5:22:52	0:12
5:23:18	5:23:59	0:41
5:24:16	5:24:37	0:21
5:28:33	5:28:50	0:17

COMES TO STOP MODING ELASE N. OF COL. BLUD, 3AR TIME

S: 29:12 5:29:43 0:31

S:30:14 5:30:23 0:09

S:33:41 5:34:00 0:19

S:36:07 5:36:32 0:25

S:36:43 5:36:52 0:09

TOTAL E.T. = 864sec

3/ cars timel in one hour

AUERAGE STOPPED DELAY = 27.9 sec FRI: 8/22/80 CLEAR 75° 4:30-5:30 PM 25

RAMP FROM I-5 N/Bd to Columbia Blod. (Right turns after stopping)

	COMES TO STOP N OF COLUMBIA BLUD	MOVING OVER	ELAPSED TIME		
		137:57	0:07		
	4:4:05	4:41:08	0:03	and the statement of th	*. 'r
	4.44:10	4:44:19	0:09		51
	453130	4:53:38	0:08		
	4.56:00	4:56:04	004		
	4:56:32	4156 38	0:06		
	502:30	5:02:37	0:07		
	5:06:15	5.06:19	0.04		
	5:10.47	5:10.58	0:11		
	5-11:12	5:11:15			
	5:19:50	5: 20:03	0:13		
	5:24:13	5.24:21		ter the contract of	
	5:29:55	5:30:02		n sistema e Se	
	5:33:43	5:33:47			
	5: 36:21	5:36:27	0:06		
12 T	NAME OF THE OWNER OF THE OWNER OF THE OWNER.		$\tau = 100$	05ec	-
15	Cars timed	in one hour			
			, -	_	

TO:

Memo to Files

January 31, 1975

FROM:

M.J. Martini

Accident Rate for Intersections with *
Various Entering Volumes SUBJECT:

SIGNACCZED intensactions

	No. in	Average		
Daily Entering Volume	Sample	Accident	Rate/Milli	on Veh.
2000 - 6000	2	1	0.84	
6000 - 10,000	21		0.50	
10,000 - 20,000	205		0.75	
15,000 - 20,000	114		0.74	
20,000 - 30,000	135		0.74	
20,000 - 40,000	191		0.73	1
30,000 - 50,000	66		0.79	
5,000-10,000	22	Average =	0.73	

The above is based on 1973 reported accident data.

MJM:ba

SUMMARY OF ACCIDENT DATA

TYPE OF CONTROL	NO. OF INTERSE	ECTIONS AVERAGE NO. 0	F ACCIDENTS AVERAGE	ACCIDENT RATE
SIGNAL	432	5		0.75
PED-SIGNAL	28	2		0.32
RR SIGNAL	0	0		0.00
4-WAY STOP	27	1		0.36
STOP	219	2		0.57
YIELD	0	0		0.00
SCHOOL XING	86	3	V	0.59

TOTALS 706 4 0.66

NOTE- THIS PROGRAM COMPUTES THE ACCIDENT RATE PER MILLION VEHICLES ENTERING THE INTERSECTION. USING THE FORMULA-

RATE NO. OF ACCIDENTS * 1.000.000 / ENTERING VOLUME * 340

OR

RATE = NO. OF ACCIDENTS * 2942 / ENTERING VOLUME

THE RATE IS BASED UPON THE LAST YEAR FOR WHICH DATA IS AVAILABLE

Columbia Blod.

September 5, 1980

MEMORANDUMI

TO:

Dick Schmidt, Bureau of Maintenance

FROM:

Don Bergstrom

I need your help with a traffic problem at I-5 off ramp and N. Columbia Blvd. A traffic signal was first authorized for this intersection in the Budget for FY 77-78. However, due to delays caused by packaging this intersection with some signals involving railroads, due to design problems with OSHD and finally, dealys caused by Federal fundinutbacks, the signal is still not operating.

The latest schedule indicates it will go to contract in November of 1980 and should be available as of October, 1981.

Due to traffic accidents and congestion problems, I have authorization to proceed on a temporary installation and I am requesting that Maintenance install a temporary signal at this intersection by November 1, 1980.

Jim Wilson tells me that he will have plans to you by September 15 and that Keith Castleberry has indicated that there should not be a problem meeting the November 1 date. They will be using salvageable material for the most part and new cable is in stock. Funding will be through our interagency and we will reduce signal modifications to cover cost.

If you foresee any problems with thisaarrangement, would you please let me know?

Thank you.

DEB: jjp

cc: Cowles Mallory R. C. Speer J. K. Wilson n. Colembia

August 1, 1980

Mr. Oliver J. Domereis County Engineer 2115 S.E. Morrison St. Portland, Oregon 97219

Dear Mr. Domreis:

As requested in your July 25 letter, we shall install permanent type signing for both directions of traffic on N. Columbia Blvd. at the railroad overpass east of N. Portland Rd., notifying drivers with "Keep Right" symbol signs of the need to avoid the raised median. We shall also paint the median yellow.

Thank you for your cooperation.

Sincerely,

M. J. Martini Sr. Traffic Engineer

MJM: DRM: mc

cc: Jim Chrest, State Rep. Dist. 15 (9112 N. Kimball Ave. 97203)
Howard Shaw, Mult. Co. Div. of Oper. & Maint. (B 325)

t.R. 9577





MULTIOMAH COUNTY OREGON

ENGINEERING SERVICES 2115 S.E. MORRISON STREET PORTLAND, OREGON 97214 (503) 248-3591

DONALD E. CLARK COUNTY EXECUTIVE

July 25, 1980

Mr. M. J. Martini City of Portland Bureau of Traffic/Bldg. 133

RE: N. Columbia Blvd. at N. Portland Road

Dear Sir:

We have received the accident collision diagram which your office provided for the above referenced location. The collision diagram shows no recorded accidents for cars hitting the island on Columbia Blvd., crossing over N. Portland Road, for the period of 1977 to 1979. Because of this, we feel we have no justification in recommending the expense of an accident attenuator barricade without further evidence of an accident problem at this location.

Upon receipt of a letter bringing this situation to our attention, Multnomah County installed temporary "Keep Right" signs on both sides of the overcrossing. It is our opinion that permanent "Keep Right" signs may be the appropriate solution, at least on an interim basis until further study of this location can be made.

We request that your department consider installing permanent "Keep Right" signs at this location, since it is within the city limits of Portland. After the City installs permanent signs, the County will remove the temporary signs presently installed there.

Please keep us informed of any action taken in this matter.

Very truly yours,

OLIVER J. DOMREIS County Engineer

ROBERT E. JOHNSON Traffic Engineer

REJ: im

cc: Jim Chrest, State Repres. Dist. #15 Howard Shaw, Div. of Oper. & Maint. RECEIVED

JUI 30 10An

BUREAU OF TRAFFIC ENGINEER

Columbia Blok

July 29, 1980

INTEROFFICE MEMORANNUM

TO: .

Douglas McKillips

Traffic Division

Portland Police Bureau

FROM:

M. J. Martini

Bureau of Traffic Engineering

SUBJECT:

Speed signing on N.E. ColombiaBlvd.

Your memo to Multnomah County Dept. of Public Works was reinforced to us since speed signing within the Portland city limits is our responsibility.

Work orders have been written to replace speed signs on Columbia Blvd @ N.E. 33rd and & N.E. 27th. During our inspections the rest of them were in place.

Thank you for bringing this matter to our attention.

TVN:mc

Howard Shaw



Bureau of Police Inter-Office Memo Portland, Oregon



DATE June 14, 1980

TO Multnomah County Department of Public Works (Through Channels)

SUBJECT Replacement of Speed Regulation Signs on Columbia Blvd.

Sir; This is to bring to your attention the fact that the speed regulation signs on NE Columbia Blvd. between NE 33rd. Ave. and NE 17th. Ave. are missing for west bound traffic. The signs, which were formerly in place, have been removed, presumably as a result of vandalism. The signs have been missing for a period in excess of six months.

Speed in this particular area has always been a problem due to the nature of the district. Enforcement is not possible in this area due to the lack of proper notification of speed change (40 to 35 mph at NE 33rd. Ave.).

Any assistance in correcting this problem will be most helpful.

cc: Capt. Walker

Lt. Carney

Sgt. Stites

Sgt. Martin

Respectfully,

Douglas McKillips

Patrolman

Traffic Division

Portland Police Bureau

Alf larney Capt Walker Rose of Rose of St. F. 80

Col. Blied from 600'W. of 52 Ave Et. Killingsworth (72 t) 40 MP.H.

RECEIVE WITTY 1000 JUN 25 M 9: 34



June 16, 1980

CONNIE McCREADY MAYOR

OFFICE OF PLANNING AND DEVELOPMENT

BUREAU OF TRAFFIC ENGINEERING

D.E. BERGSTROM CITY TRAFFIC ENGINEER

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

MEMORANDUM

T0:

Bob Orr, Union Pacific Dave Asay, Union Pacific

David Astle, Public Utility Commission Dave Vargas, Streets and Structures Steve Dotterrer, Bureau of Planning

FROM:

Don Bergstrom, Bureau of Traffic Engineering

Would you please attend a meeting at 10:00 a.m., June 24, in my office to discuss a problem involving vehicular access to the area bounded by N. Columbia Blvd., Burlington Northern tracks, the slough and N. Denver Avenue.

The purpose of the meeting is to begin work on a long range vehicular access plan for this area, which will eliminate a number of the train - vehicle conflicts that now exist.

DEB:jjp

Cxlumbia Blok July 16, 1980 Robert E. Johnson Traffic Engineer 2115 S.E. Morrison St. Portland, Oregon 97214 SUBJECT: N. Columbia Blvd. at N. Portland Rd. Dear Mr. Johnson: Enclosed is copy of accident collision diagram for the above lo location. You will note that none of the reported accidents involve the median; however, inspection of the concrete median shows evidence of collision. Please let us know if you intend to install and maintain some type of attenuator. Sincerely, M.J. Martini MJM:ah

BUREAU OF TRAFFIC ENGINEERING INTRA-OFFICE ROUTE SLIP

FROM DATE 7/10/	*
STAFF CIRCULATE BAUER INITIAL	
BOLLING FOR YOUR INFORMATION FOR YOUR APPROVAL	
BUTTENHAM ORDER CHADIMA PREPARE ANSWER (DRAFT) CHOATE RETURN TO	
DAVIS DORN EVANS DORN EVANS SEE ME INVESTIGATE AND REPORT PLEASE PROCESS	
FRANKLIN PLEASE ATTEND HASSETT REVIEW AND COMMENT JAMES PLEASE DISCUSS WITH ME	
UARFUKI	1.
KNOUDSON KOENIG LOOMIS MAGIN MARTINI MARRINI M	(CC)
MASCO MASON MUIR	
NEELY NISHIKAWA T. R. 947/ 5-33-50	
NOZAKI PARKS PHELAN REQUESTED 7-14-80	
SCHOMANN SPEER wilcend & B66 Johnson STARK	
WEBER WETMORE WILSON, JIM	
WILSON, MAURY PARKING PATROL DIVISION	



file

MULTHOMAH COUNTY OREGON

ENGINEERING SERVICES 2115 S.E. MORRISON STREET PORTLAND, OREGON 97214 (503) 248-3591

DONALD E. CLARK COUNTY EXECUTIVE

July 8, 1980

Dick Speer, City Traffic Bureau of Traffic Engineering/Bldg. 106

RE: N. Columbia Blvd. at N. Portland Rd.

Enclosed is copy of letter from Jim Chrest, State Representative, District No. 15, dated April 5, 1980 regarding a traffic hazard at the above referenced intersection. This letter was referred to the County from the Mayor's Office.

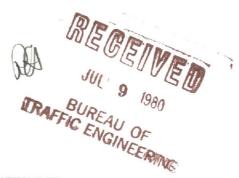
Can you please send us any available traffic accident information.

Thank you.

ROBERT E. JOHNSON Jul

Traffic Engineer/Bldg. 412

REJ:im Encl.





Hillynn.

COMMITTEES
CHAIRMAN
LABOR
VICE CHAIRMAN:
EDUCATION
MEMBER
LEGISLATIVE OVERSIGHT

MATURS OFFICE

April 5, 1980

Mayor Connie McCready City of Portland City Hall Portland, Oregon 97204

Dear Mayor McCready,

It has come to my attention that a very serious traffic hazard has existed for many months on the overpass North Columbia Blvd. at the intersection of North Portland Road.

There have been several accidents at this location where an automobile has hit the divider or island on the overpass. This has resulted in several serious injuries and one death in the past two years.

While the island is probably necessary it is my feeling that some type of colapsable material should be substituted for the ridged, reinforced divider that is now in place.

This information was brought to my attention by a fireman who has been called to three of the accidents, including the one that involved a death on Saturday, November 25, 1978. My information is that there have been many others at this location according to tow truck operators. The latest was on Wednsday, March 19, 1980.

It is a bad location at best and while barrels or break-a-way material will not prevent the accidents it would prevent serious injuries or death. Your looking into this matter would be greatly appreciated.

Sincerely

BUBIVE

JUL 9 1980

JIM CHREST

STATE REPRESENTATIVE

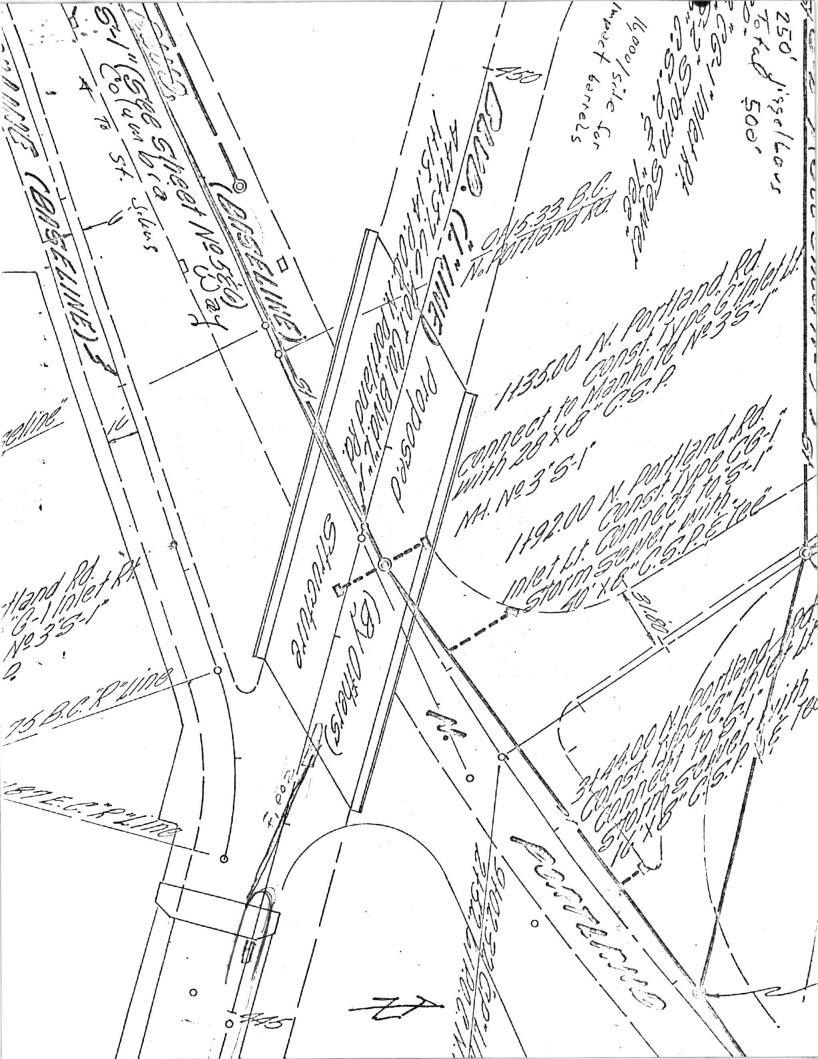
DISTRICT NO. 15

JC:1c TRAFFIC ENGINEERING

EYEC.
ATOT 'II
STEC.
ADM.
SEC.

MAYOR

1 1 100 111 1



Columbia Str.

OFFICE OF Connie McCready MAYOR



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

THE CITY OF PORTLAND, OREGON

May 27, 1980

Hon. Jim Chrest State Representative District No. 15 9112 N. Kimball Ave. Portland, OR 97203

Dear Representative Chrest,

We wish to thank you for your April 5th letter regarding the raised median on N. Columbia Blvd. at the Burlingame Northern overcrossing.

The longitudinal steel beam extending above the median was once the north railing of the original overcrossing. Multnomah County widened Columbia Blvd. so that westbound traffic now passes to the north of the median at the end of the right-hand curve.

The Bureau of Traffic Engineering has inspected the site and agrees that a protection device would be desirable. Such a device is handled by Structural Design within the Engineering Design Division of the Bureau of Street and Structural Engineering. Traffic Engineering has been working with Structural Design to explore the best solution to the problem in view of design in relocation to funding and budgeting.

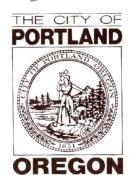
Cost of an attenuator (collapsible device) could be over \$10,000. Budgeting for this type of device would not allow a prospect of installation before fiscal year 1981/82. Structural Design recommends a deflector guardrail as a reasonable interim solution, at a cost of about \$1,000 and states that the guardrail will be installed in calendar year 1980.

We appreciate your attention to such safety matters.

Sincerely,

Connie McCready Mayor, City of Portland

CM/as



MELANIE PERKO

April 21, 1980

MEMO

TO:

Mario Martini

Attention: Dave-Magin

FROM:

Melanie M MW

RE:

N. Columbia Blvd. @ N. Portland Road.

THE MAYOR

ROOM 303, CITY HALL
PORTLAND, OR 97204

OFFICE OF

(503) 248-4120

Dave, here is the letter from Rep. Jim Chrest regarding the traffic situation on the overpass at N. Columbia Blvd. @ the intersection of N. Portland Road, which we discussed on the phone this morning.

Perhaps after you have a report on this, you could draft a response for Connie's signature.

Thanks. x4726



160x

JIM CHREST

MULTNOMAH COUNTY

DISTRICT 15

REPLY TO ADDRESS INDICATED

HOUSE OF REPRESENTATIVES
SALEM, OREGON 97310

9112 N. KIMBALL
PORTLAND, OREGON 97203



COMMITTEES
CHAIRMAN:
LABOR
VICE CHAIRMAN:
EDUCATION
MEMBER:
LEGISLATIVE OVERSIGHT

MAYOR

EXEC.

ASST. TI

FYFC

ADM.

SEC.

House of Representatives

SALEM, OREGON 97310



MAYOK'S OFFICE

April 5, 1980

Mayor Connie McCready City of Portland City Hall Portland, Oregon 97204

Dear Mayor McCready.

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Sincerely

IM CHREST

STATE REPRESENTATIVE

DISTRICT NO. 15

Colembia

April 9, 1980

MEMORANDUM

TO: Cowles Mallory

FROM: D.E. Bergstrom

SUBJECT: Additional Signal Project for 1980-81

One of the projects included in the Bureau of Traffic Engineering;s 1980-81 Capital Improvement Program budget request which was eliminated by the Bureau of Management and Budget in preparing the Mayor's proposed budget was a new signal installation at the intersection of N.E. 47th and Columbia. Because this project was originally included as a result of numerous requests from nearby businesses, we feel that an additional appeal for including it in the 1980-81 budget should be made.

Justification for a Signal

The intersection of N.E. 47th Ave. and Comumbia Blvd. ranks very highly on our signal "warrants" list. This classification means that it has been studied with regard to traffic volume, number of accidents, peak hour delay, difficulty of access from the manor street, and other facotrs which could be improved by the installation of a traffic signal.

The N.E. Columbia Blvd. area has undergone considerable change in recent years. Formerly an agricultural area, it is now largely industrial. To accomodate this change in land use, Columbia Blvd. was recently widened from two lands of traffic to four, with left turn lanes. The four-way stop at the intersection of N.E. 47th is the only stop sign remaining on a long stretch of Columbia. Recent improvements have included signals at the intersections of N.E. 11th Ave. and N.E. 27th Ave., about 1.5 and 1.0 miles respectively, to the west of N.E. 47th Ave., and a County-installed signal at the

Cowles Mallory April 9, 1980 Page 2

at the intersection of N.E. 60th Ave., approximately 0.5 to the east.

Large differences in major and minor street traffic potentially warrant the installation of a signal. In this case, Bureau traffic counts indicate the average 24-hour volume of traffic on N.E. Columbia Blvd. to be 14,143 vehicles but the 24-hour volume on N.E. 47th Ave. to be only 3,000 vehicles. Requiring all of the majority street traffic to stop at a four-way stop in order to allow a much smaller amount of cross-street traffic to enter the intersection is extremely energy-ineffecient. In addition, because a stop sign "releases" traffic relatively evenly and frequently, vehicles attempting to enter or exit driveways near the stop sign find few breaks in traffic sufficiently large to allow them to make their necessary maneuvers. Signalization produces perodic breaks in traffic which allow cross-movement of vehicles.

Another important concern at this location is accidents, an average of six of which occur each year. We estimate that four of these could be prevented by the installation of a signal.

Requests from Nearby Businesses

Attached are copies of letters from businesses located near NEE. 47th and Columbia requesting the installation of a signal to replace the current stop sign. Included are letters from Halton Tractor Co., Feenaughty Machinery Co., Ross Equipment Inc., and United Pipe and Supply Co., Inc. Also attached are additional Bureau memoranda relating to the signalization of this intersection.

Costs and Schedule

The Bureau is requesting an additional \$3,000 in FAU funds for initial designswork in 1980-81 (no additional General Funds are required at this stage of the project). This project will require approximately 200 person hours of engineering and drafting time. Because of BMB cuts in our engineering staff, this project will require the use of overtime. Normal timing of this project would place construction in 1981-82. Total projects costs are \$75,000, 15 percent (\$11,250) of which would com from 1981-82 General Funds, the remainder from FAU funds.

Please note that signal costs vary widely from one location to another; current estimates range from \$35,000 to more than \$80,000. When a signal is located near several others and can be coordinated with them by a relatively simple timing device, costs are lower. In the case of the intersection of N.E. 47th and Columbia, however, an "actuated" signal is necessary. "Actuated" signals are triggered by traffic sensors buried in the pavement and are necessary to provide smooth flow and adequate stopping distance for traffic on the major street when accomposing the vehicles on the cross street. A simplet device would not be adequately safe at this location

Should you need additional information on this project, please call.

Columbia Blot



DEPARTMENT OF PUBLIC WORKS

MIKE LINDBERG COMMISSIONER

OFFICE OF PUBLIC WORKS ADMINISTRATOR

621 S.W. ALDER PORTLAND, OR 97205 June 20, 1980

MEMORANDUM

T0:

Don Bergstrom

Bureau of Traffic Engineering

FROM:

L. David Hillh

Bureau of Street & Structural Engineering

Per your June 16th, 1980 memo concerning a vehicular access problem N.E. of Columbia Blvd., Dave Vargas has asked me to attend as the Bureau's representative. However, because of a prior committment, I will be unable to attend. Steve Riddell will attend this first meeting for me. Any future matters concerning this project in reference to this Bureau should be directed to me.

LDH:js

cc: Steve Riddell





Clambia Berd.

May 12, 1980

INTEROFFICE MEMORANDUM

TO: D. E. Bergstrom

FROM: R. C. Speer

SUBJECT: N. Columbia Blvd. Signals

The P.U.C. says they cannot treat as a normal crossing - paying the match and using railroad crossing funds for the controls and gates, because this is not a "Designated" crossing.

The crossing of Tyndell & Delaware were discussed by B.T.E., C.E., U.P.R.A. and P.U.C. with the idea of combining these crossings to cross the tracks and and enter Columbia Blvd. The possible connection of Tyndall and Delaware via Trenton was discussed but Delaware is only a 30' wide R/W and the C.E. son't improve less than 50' R/W. It is next to impossible to acquire additional R/W along Delaware to Trenton because the business on the west side of Delaware wants to build on this property in the future.

The possibility of a connecting roadway just north of the tracks was considered but there is a small piece of property that could not be acquired.

The railroad is interested in another track in this area and P.U.C. is interested in railroad gates at Tyndall which is a designated crossing. It was jointly agreed that gates and a signal could be installed at Columbia Blvd. and N. Tyndall. The operation would be F.R. for Tyndall at Columbia Blvd. unless a train was present. Then the F.R. would go green for a short time to flush traffic off the tracks and the gates would drop. Tyndall would enter Columbia Blvd. on F.R. at all times a train was not present.

The P.U.C. and Railroad apparently will pursue this idea independent of the outcome at Delaware. This signal would not interfere with the signal at Delaware since it would operate simultaneous with the signal of Delaware.

The options seem to be:

- 1) City pay for gates and control at N. Delaware Cost estimate \$80,000.
- City to apply for an official crossing status for N. Delaware so that P.U.C. would find the crossing protection. This will be observed with P.U.C.
- Drop the project.

N. Peninsular Signal

This is a "Designated" crossing and since the idea of combining crossing points doesn't seem to be possible this crossing should be Okay for P.U.C. approval.

RCS:mc



May 12, 1980

CONNIE McCREADY MAYOR

OFFICE OF PLANNING AND DEVELOPMENT BUREAU OF TRAFFIC

ENGINEERING

D.E. BERGSTROM CITY TRAFFIC ENGINEER

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

INTEROFFICE MEMORANDUM

TO:

D. E. Bergstrom

FROM:

R.C. Speer

SUBJECT:

N. Columbia Blvd. Signals

N. Delaware Signal

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RCS:mc

DEB + RAS-

L. JAMES BERGMANN

General Attorneys

CAROLYN L. LARSON

Assistant General Attorneys

JEFF S. ASAY ROY P. FARWELL

General Solicitor IOHN F. WEISSER, JR.

UNION PACIFIC RAILROAD COMPANY

LAW DEPARTMENT



May 13, 1980

RANDALL B. KESTER Senior Counsel

628 Pittock Block P.O. Box 4265 Portland, Oregon 97208 (503) 249-2660

Mr. David J. Astle Assistant Commissioner Public Utility Commissioner of Oregon Labor & Industries Building Salem, Oregon 97310

323-1-122

SXF 1030; Alteration of North Tyndall Avenue Grade Crossing; Kenton Line

Dear Mr. Astle:

Agreement has been reached among all interested parties concerning the Railroad's application to construct a second main track across North Tyndall Avenue in Portland. City of Portland will construct traffic signals at the intersection of Tyndall and Columbia which will be intertied to the Railroad's crossing protection circuitry at Tyndall. These traffic signals normally will present a constant flashing amber to traffic in both directions on Columbia Boulevard and a constant flashing red to southbound. traffic on Tyndall. Upon approach of a train, these signals will cycle through a steady amber and present a steady red in all directions. Immediately thereafter, southbound Tyndall traffic will receive a flashing amber indication to allow it to enter Columbia Boulevard and clear the crossing area. When the train reaches the crossing, the signals will revert to normal operation.

MAY 14 1980 7Kr BUREAU OF

These signals will be interested to the intersection of Argyle hich the City is installing at the intersection of Argyle (Delaware) and Columbia Boulevard. As there is no crossing the These signals will be intertied to traffic signals protection at Delaware, which is a private crossing, the preemption circuitry for the Tyndall Avenue crossing will also be intertied into the Argyle signals. This will require a slightly longer track circuit on the east approach to the PAFFIC ENGINEERING Tyndall crossing, but I understand there will be no difficulty with this.

Mr. David J. Astle May 13, 1980 Page Two

The estimated cost of the traffic signals at Tyndall and Columbia is \$42,000. The Railroad requests that the State Grade Crossing Protection Account bear 75% of this cost and the Railroad agrees to bear the remaining 25%. There will be no cost to the City or to Armour for the installation of these traffic signals.

I understand from the Department of Transportation that the North Tyndall crossing protection will be funded by Federal Title II funds and State Grade Crossing Protection Account funds. If this is not the case, I would appreciate being advised as to the funding to be required.

The Railroad is agreeable to restricting the speed of trains on the new main track constructed across Tyndall to 15 miles per hour until the crossing protection and traffic signals have been installed.

Copies of this letter are being sent to the City of Portland and to Armour Packing Company, the main user of the Tyndall Avenue crossing. It is requested they confirm the agreement set forth above by executing one copy where indicated and returning it to you in the enclosed envelope.

It would be appreciated if the Commissioner would issue an order allowing construction of the second track as soon as possible. If there are any questions concerning this matter, please contact the undersigned.

Very truly yours,

Jeff S. Asay
(Direct Line: (503) 249-2315)

JSA:gb

City of Portland

By_______
(title)

Armour Packing Company

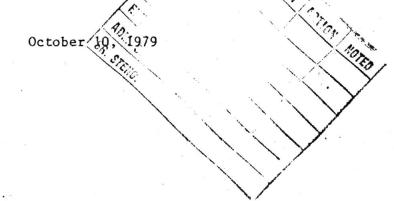
columbia Ber.



4421 N.E. COLUMBIA BOULEVARD / P.O. BOX 3377 / PORTLAND, OR /97208 / AREA CODE 503 288-6411

N.E. 47 th of Columbia EST. COST 75,000

> Mr. Francis J. Ivancie County Commissioner 1220 S. W. Fifth Portland, Oregon 97204



Dear Frank,

I am writing again about the desperate need for a four-way stoplight at 47th and Columbia Blvd.

As you are aware, the city has recently installed a three-way type stoplight at the intersection of 23rd and Lombard, an extremely seldom needed light, as well as a stoplight in front of the Ainsworth white school, another seldom needed facility, at about 50th and Columbia & 52 and (Mortico) justified I suppose by the fact that school children do use the crossing there on occasion.

Frank, we really need this light. We are in a situation where our customers have difficulty getting in and out of our driveway because of the traffic pattern created by westbound Columbia Blvd. traffic stopping at the stop sign at 47th Street and starting up one at a time and, in effect, closing our driveway because of the constant flow of automobiles — each one about 150 ft. behind the next.

I'm not crying wolf, Frank, this is not only a problem, it is a dangerous situation. We would deeply appreciate your giving this matter your attention.

Called Konffre

Best regards

President

Edward H. Halton, Jr.

TH/ml

REGENVED

OCT 19 1979



Oct. 26, 1979

MEMORANDUM

Jim Kuffner, Executive Assistant Commissioner of Public Utilities

FROM:

M.J. Martini. Bureau of Traffic Engineering

SUBJECT: Letter form Halton Tractor Company

N.E. Columbia at 47th Avenue.

N.E. Columbia and 47th Avenue was one of five locations submitted last year for signalization. Wifortunately all these new signals were dropped due to lack of funds. We have again included N.E. Columbia and 47th Avenue in our C.I.P. proposal this year. Estimated cost to be \$75,000.

Recent improvement of N.S. Columbia Blyd. to a fourelane arterial and proliferation of businesses along N.E. Comfort Road east of 47th Avenue makes the existing four-way stop out-dated.

For your information, the city recently completed the signalization at N.E. Lombard and 27th which was initially approved in 1975, the major hold up in completion was caused by extensive railwoad preemption inter-tie work required by the P.U.C.

The signal at Whitaker School at M.E. Columbia and 52nd was installed by the County through a City-County agreement.

MJM: ic

78 columb

Feenaughty

4800 NORTHEAST COLUMBIA BLVD. (P. O. BOX 13279, PORTLAND, OREGON 97213)

November 13, 1978

Mr. Donald Bergstrom Chief City Engineer City of Portland Traffic Engineers 420 S. W. Main Street Portland, Oregon 97204

Dear Mr. Bergstrom,

We have an extremely hazardous traffic condition at the intersection of N. E. 47th Avenue and Columbia Boulevard. Let's do something before a fatal accident occurs!

Here are some of the major contributing factors:

- 1. Increased traffic resulting from the widening and improvement of Columbia Blvd.
- 2. Accelerating shift in general area land use from agricultural to industrial, particularly during the last 10 years.
- 3. Proliferation of businesses along Cornfoot Rd. East of 47th Street.
- 4. Only one flashing red light (at 47th) on Columbia Blvd. between N. E. Union and the intersection of Killingsworth, a distance of
- TRAFFIC ENGINEERING 5. Whitaker Grade School at 51st - enrollment 560.
- 6. Holiday Inn's sixstory Hotel at 82nd and Columbia Blvd.

All of the businesses in this area report similar problems. Their employees, customers and suppliers have difficulty entering the heavy flow of traffic. We are further plagued by the fear that oncoming drivers, not explecting a flashing signal on a 4-lane highway, often fail to stop.



REGETY

BUREAU OF

City of Portland Traffic Engineers November 13, 1978 Page Two (2)

To assist our employees in making a safe exit from our premises, we are considering a 4:45 pm prayer group as well as volunteer flagmen.

How about observing this nightmare for yourself from the safety of my office, overlooking the intersection, any time from 4:15 pm to 5:15 pm?

Please let me know which evening would be convenient.

Sincerely,

FEENAUGHTY MACHINERY COMPANY

Wm. F. Richardson

Treasurer

cc: Mario Martini David Magen

PS. - Since this would extend your working day, possibly causing you to miss dinner at home as a small compressation will you be my dinner gust at the Steamor Pastuarant?

Str Columbia

MEMO TO FILES

Subject: N.E. Columbia at 47th Lane,

This intersection has been a four-way stop since 1978. Recent improvements of N. E. Columbia Blvd. has connected a two lane facility to a four lane traffic arterial with a continuous left turn lane. The area in the vicinity has developed into a high traffic generaton and volumes have increased to the level meeting warrants for signals.

Although this intersection ranks 23rd. on our signal priorty list it should signalize along with all the other locations pn Columbia to complete the system. We recommended signalization on five lications on Columbia last yrar and are in the process of segnalizing N.E. 52nd this year. Multnomah County is signalizing N.E. 60th.

A four-way stop on a four lane facility leaves a lot to be desired. Vehicles approach at staggered intervals making it difficult for the cross street to enter. It also contributes to a steady flow and does not provide acceptable gaps for entering volumes from abutting businesses. Reports also mitigate a high violation rate.

MLM:kjs

December 12, 1978

Ted Halton Jr., President Halton Tractor Company 4421 N.E. Columbia Blvd. Portland, Oregon 97208

Dear Mr. Halton:

We have completed the data gathering process necessary to place N.E. 47th and Columbia Blvd. on our signal priority list.

The intersection does meet nationally accepted warrants for signalizations and should be signadized.

We will submit this location in this years budget requests.

Six intersections were approved last year for N.Columbia Blvd.: I-5 ramp, Interstate Pl., Argyle Way, Peninsular, Shautaugua, and Portsmouth. N. E. Columbia and 52nd ave. has received approval, and Multnomah County is in the process of signalizing N.E. 60th and Columbia. Approval of N.E. 47th should make North and N.E. Columbia an efficent and accessible traffic facility.

It is unfortunate that the realization of these projects takes so much time. As you probably know these capital improvements projects are accomplished with Federal Aid Urban Funds and with all the approvals, specifications contract lettings.and construction a tremendous amount of time is consumed.

We wish to assume you that we will do all possible to speed up this process.

sincerely,

M. J. Martini Sr. Traffic Engineer

MJM:kjs cc:Jim Kuffmer - Nev her

Calumbia Blod.



4421 N.E. COLUMBIA BOULEVARD / P.O. BOX 3377 / PORTLAND, OR. 97208 / AREA CODE 503 288-6411

December 20, 1978

Mr. M. J. Martini Sr. Traffic Engineer 420 S. W. Main Street Portland, OR 97204

Dear Mr. Martini,

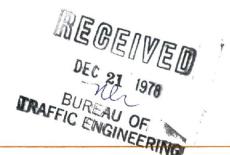
Thank you for your letter of December 12th. I can appreciate the problem that you mention. We have almost no Federal business, and yet we have two employees just to fill out the necessary forms required by government. We seriously wonder if anyone has ever read any of this paper which we faithfully produce each working day. Its only purpose seems to be to provide a job for these two people.

We have a serious problem at our place - 4421 N. E. Columbia Blvd. - during the commuter hours. The signal should help alleviate it. We're glad to hear that one is planned.

Sincerely.

Edward H. Halton, Jr.

TH/ml



Columbia Blod.

November 22, 1978

Ted Halton Jr., President Halton Tractor Company 4421 N.E. Columbia Blvd. P.O. Box 3377 Portland, Oregon 97208

Dear Mr. Halton!

We are in the process of acquiring all traffic data necessary to place NE 47th and Columbia Blvd. on our signal priority list.

Accident analysis will be made for this intersection along with all required traffic volume data needed to determine if signal warrants are met.

Traffic counters will be placed as soon as the weather improves.

We will make every effort to include this location in our next years budget providing it rates high in relation to other locations being considered. We will keep you informed of progress.

For your information a school crossing signal is planned for N.E. 52nd and Columbia Blvd.

Sincerely,

M. J. Martini Sr. Traffic Engineer T.R. #8088 NE-47th - Columbia

MJM:pb

Columbia Blok



4421 N.E. COLUMBIA BOULEVARD / P.O. BOX 3377 / PORTLAND, OR. 97208 / AREA CODE 503 288-6411

October 26, 1978

City of Portland Engineers 420 S. W. Main Portland, Oregon 97204

Attention: David Magen, Traffic Engineer-N.E. Portland District

Dear Mr. Magen,

Now that the expansion of Columbia Blvd. has been completed, the intersection of N. E. 47th Avenue and Columbia is becoming quite a traffic problem. The flashing red light with boulevard stop signs are just not adequate to control the flow of traffic, especially during rush hours when left turns onto Columbia are very difficult.

What is needed now is a red/orange/green traffic light, and this need will become more apparent when the new six-story Holiday Inn is finished.

We hope that your office will be able to attend to this matter quickly. We will certainly appreciate your efforts in that regard.

Hatton Ir

Edward H. Halton, Jr.

TH/ml

Columbia Blvd



4421 N.E. COLUMBIA BOULEVARD / P.O. BOX 3377 / PORTLAND, OR. 97208 / AREA CODE 503 288-6411

October 26, 1978

City of Portland Engineers 420 S. W. Main Street Portland, Oregon 97204

Attention: Mario Martini, Sr. Traffic Engineer

Dear Mr. Martini,

The traffic at the intersection of N. E. 47th Avenue and Columbia Blvd. is presently controlled by a flashing red light with boulevard stop signs. Now that the Columbia Blvd. expansion is finished this form of traffic control is apparently inadequate.

We believe a full, red and green, stop and go signal is needed, especially during rush hour traffic when left turns onto Columbia are very difficult. The requirement for a light will be even more greatly felt when the new multi-story Holiday Inn is completed, and we hope your office will consider this problem quickly.

Sincerely,

Edward H. Halton, Jr.

TH/ml



Alumbia Blva



4421 N.E. COLUMBIA BOULEVARD / P.O. BOX 3377 / PORTLAND, OR. 97208 / AREA CODE 503 288-6411

October 25, 1978

Mr. Donald Bergstrom Chief City Engineer City of Portland Traffic Engineers 420 S. W. Main Portland, Oregon 97204

Dear Mr. Bergstrom,

With completion of the extension of Columbia Boulevard between N. E. 47th and N. E. 82nd Avenues, it becomes apparent that a red and green/stop and go signal is badly needed at the intersection of N. E. 47th and Columbia Blvd.

Full effects of this requirement have really not been felt inasmuch as the new six-story Holiday Inn Hotel has not yet been completed. When it is, the requirement for a light is going to be even greater than it is now. Under the present conditions without breaks in the traffic flow, it is very difficult to make a left turn onto Columbia during rush hours. Considerable waits are required during normal working hours in between the rush periods.

Your attention to this situation would be greatly appreciated.

Yours truly,

red Halton h

Edward H. Halton, Jr.

TH/ml

REGEIVED OCT 27 1978

BUREAU OF TRAFFIC ENGINEERING



4800 NORTHEAST COLUMBIA BLVD. (P. O. BOX 13279, PORTLAND, OREGON 97213)

November 28, 1978

Mr. M. J. Martini Senior Traffic Engineer Bureau of Traffic Engineering 420 S. W. Main Street Portland, Oregon 97204

Dear Mr. Martini,

Thank you for replying to my letter concerning the traffic signalling at the intersection of N. E. 47th and Columbia Boulevard.

Yesterday, men were out from the City of Portland and installed the traffic counters on both Columbia Boulevard, East and West and N. E. 47th. I know, from overlooking Columbia Boulevard from my window, that you will find the traffic volume has increased considerably from your last traffic count.

I am not sure what the actual analysis of this intersection will show, but what really worries me is the number of cars which fail to stop at the light. This is a perfect invitation for a very serious accident as the cars traveling on Columbia Boulevard are doing so at about 35 MPH.

Would you please keep me informed of your proceedings and your analysis when it is complete?

Sincerely,

FEENAUGHTY MACHINERY COMPANY

Wm. F. Richardson

Treasurer

WFR /am

ROAD BUILDING MACHINERY • CONTRACTORS' EQUIPMENT AND SUPPLIES



December, 7, 1978

Mr. Marv Nielson, Gen. Manager Ross Equipment, Inc. 4334 N.E. Columbia Blvd. 97218

Dear Mr. Nielson;

We are in process of gathering all traffic data necessary to place the N.E. Columbia Blvd. and N.E. 47th Ave. intersection on our signal priority list. This will include an accident analysis covering the past several years, together with traffic volumes on each approach to the intersection.

We will make every effort to include this location in our 1979-1980 budget providing it rates sufficiently high in relation to other locations being considered. We shall keep you informed of progress.

For your information a school crossing signal is planned for N.E. Columbia Blvd. and N.E. 52nd Ave.

We thank you for expressing your concern in the conditions at

Sincerely,

M. J. Martini Sr. Traffic Engineer

DRM: kjs

T.R. 7969

Columbia Blod.

ROSS EQUIPMENT, INC.

All types of new and used Heavy Equipment

PORTLAND BRANCH
4334 N.E. Columbia Blvd.
Portland, Oregon 97218
Phone (503) 288-5776

MAIN OFFICE
4110 West 11th • Eugene, Oregon 97402
P. O. Box 2589
Phone: (503) 687-1196

November 30, 1978

City of Portland Traffic Engineers 420 S.W. Main Portland, Oregon 97204

ATTN: Mr. David Magen

Dear Sir:

I am writing to call your attention to a very dangerous traffic situation existing at the intersection of Columbia Blvd. and 47th Ave.

As you are aware that this intersection only has a flashing red light and very definitely should be a stop and go light. We have to run heavy equipment through this intersection and people keep trying to out run our equipment or get in front of it going up 47th on to Lombard making it very dangerous. If you were to install a traffic signal here, It would eliminate this problem.

Wery Truly Yours,

Mary Nielson
General Manager
Ross Equipment, Inc.
4334 N.E. Columbia Blvd.
Portland, Oregon 97218



November 22, 1978

William F. Richardson, Treasurer Feenaughty Machinery Company 4800 N.E. Columbia Blvd. P.O. Box 13279 Portland, Oregon 97213

Dear Mr. Richardson:

We are in the process of acquiring all traffic data necessary to place N.E. 47th and Columbia Blvd. on our signal priority list.

Accident analysis will be made for this intersection along with all required traffic volume data needed to determine if signal warrants are met.

Traffic counters will be placed as soon as the weather improves.

We will make every effort to include this location in our next years budget providing it rates high in relation to other locations being considered. We will keep you informed of progress.

For your information a school crossing signal is planned for N.E. 52nd and Columbia Blvd.

Sincerely,

M. J. Martini Sr. Traffic Engineer

MJM:pb

7. R. #868 | N.E. 47 # - Columbia T. R # 7956 NG 47 # - Columbia NG 47 # - Columbia



Feenaughty

4800 NORTHEAST COLUMBIA BLVD. (P. O. BOX 13279, PORTLAND, OREGON 97213)

November 13, 1978

Mr. Donald Bergstrom Chief City Engineer City of Portland Traffic Engineers 420 S. W. Main Street Portland, Oregon 97204

Dear Mr. Bergstrom,

We have an extremely hazardous traffic condition at the intersection of N. E. 47th Avenue and Columbia Boulevard. Let's do something before a fatal accident occurs!

Here are some of the major contributing factors:

- 1. Increased traffic resulting from the widening and improvement of Columbia Blvd.
- 2. Accelerating shift in general area land use from agricultural to industrial, particularly during the last 10 years.
- Proliferation of businesses along Cornfoot Rd. East of 47th Street.
- 4. Only one flashing red light (at 47th) on Columbia Blvd. between N. E. Union and the intersection of Killingsworth, a distance of 5 miles.
- 5. Whitaker Grade School at 51st enrollment 560.
- 6. Holiday Inn's sixstory Hotel at 82nd and Columbia Blvd.

All of the businesses in this area report similar problems. Their employees, customers and suppliers have difficulty entering the heavy flow of traffic. We are further plagued by the fear that oncoming drivers, not explecting a flashing signal on a 4-lane highway, often fail to stop.



City of Portland Traffic Engineers November 13, 1978 Page Two (2)

To assist our employees in making a safe exit from our premises, we are considering a 4:45 pm prayer group as well as volunteer flagmen.

How about observing this nightmare for yourself from the safety of my office, overlooking the intersection, any time from 4:15 pm to 5:15 pm?

Please let me know which evening would be convenient.

Sincerely,

FEENAUGHTY MACHINERY COMPANY

Wm. F. Richardson

Treasurer

cc: Mario Martini

David Magen





4800 NORTHEAST COLUMBIA BLVD. (P. O. BOX 13279, PORTLAND, OREGON 97213)

November 13, 1978

Mr. Donald Bergstrom Chief City Engineer City of Portland Traffic Engineers 420 S. W. Main Street Portland, Oregon 97204

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City of Portland Traffic Engineers November 13, 1978 Page Two (2)

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Sincerely,

FEENAUGHTY MACHINERY COMPANY

achandson

Wm. F. Richardson

Treasurer

cc: Mario Martini

David Magen

Columbia Blvo

November 22, 1978

Jim Pringle, Vice President United Pipe & Supply Co., Inc. P.O. Box 17068 5000 N.E. Columbia Blvd. Portland, Oregon 97217

Dear Mr. Pringle:

We are in the process of acquiring all traffic data necessary to place N.E. 47th and Columbia Blvd. on our signal priority list.

Accident analysis will be made for this intersection along with all required traffic volume data needed to determine if signal warrants are met.

Traffic counters will be placed as soon as the weather improves.

We will make every effort to include this location in our next years budget providing it rates high in relation to other locatoons being considered. We will keep you informed of progress.

For your information a school crossing signal is planned for N.E. 52nd and Columbia Blvd.

Sincerely,

M. J. Martini Sr. Traffic Engineer T. R. # 8098 NE 475 - Columbia

MJM:pb

Columbia And.



UNITED PIPE & JUPPLY CO., INC.

•P.O. BOX 17068 • 5000 N.E. COLUMBIA BLVD., PORTLAND, OREGON 97217 • PHONE (503) 288-6276•

October 25, 1978

Mr. Mario Martini Senior Traffic Engineer City of Portland 420 S. W. Main Portland, Oregon

Subject: N.E. 47th and Columbia Boulevard intersection

Dear Mr. Martini:

We would like to submit to you our recommendation that a traffic light be installed at the intersection of N.E. 47th Avenue and Columbia Boulevard. This intersection is currently a 4-way flashing red stop light.

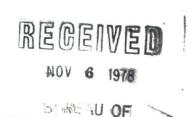
In the five years that our firm has been located on Columbia Boulevard, we have noticed a marked increase in traffic flow on Columbia Boulevard. This is partly due to the rapid growth of new firms in this industrial area, as well as the natural increase of traffic seen in all areas of the Portland metropolitan area.

The road improvements made on N.E. Columbia Boulevard this year have improved the accessibility of this area to traffic, thereby increasing traffic flow considerably.

As a result of these factors, traffic safety at the N.E. 47th and Columbia Boulevard intersection has been decreased. Our customers and staff are finding it more and more difficult to enter and leave our parking lot, especially when crossing traffic for westbound travel. Deliveries and pick-ups by large trucks are becoming more and more difficult and hazardous.

We are also concerned about the safety of the children who attend Whit* aker Elementary School just down from our location on Columbia Boulevard.

We believe that a traffic light at this intersection would help regulate the traffic flow, making it safer and more convenient to travel in this area. For traffic making left turns onto N.E. 47th Avenue from Columbia Boulevard, a left turn lane would keep traffic flow continuous.



CR WAC FIGINEERING

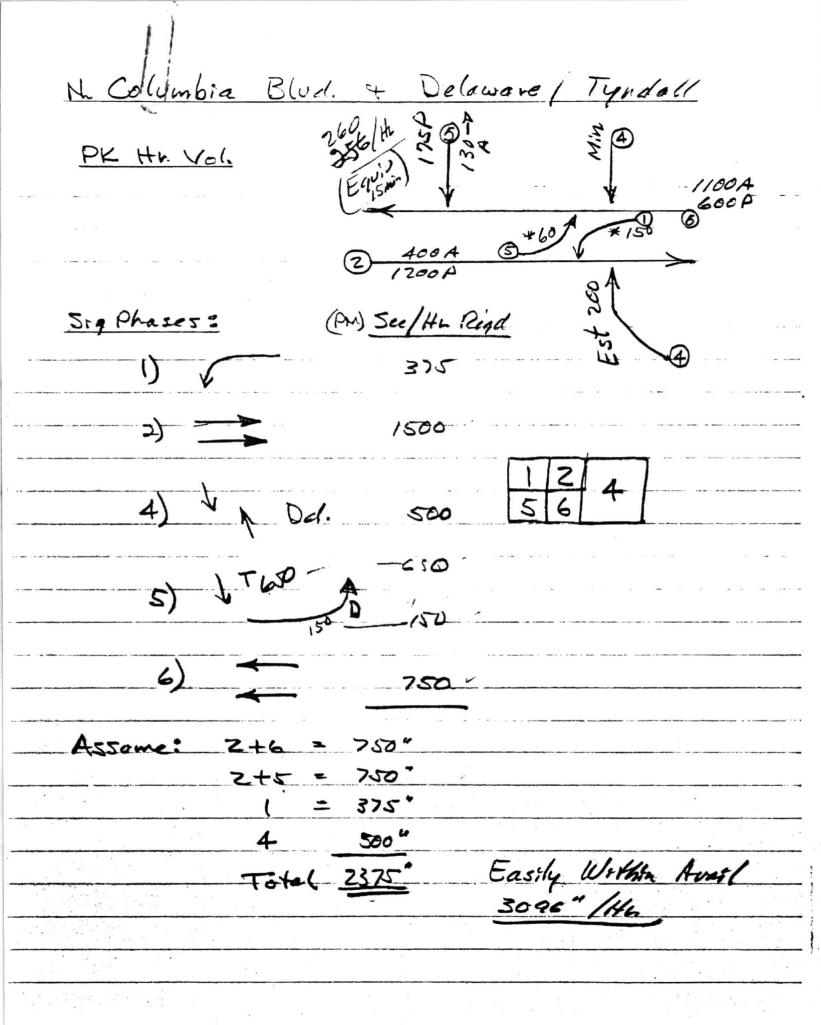
Charles !

Jim Pringle Vice President

/cs

Columb Blut - Slough; Partus Wer To E/ Infastale Chartague OK - Probably Gotes street it is make crossing

N. Columbia Blud. + Delaware / Tyndall
PK Hr. Vol. PK Hr. Vol. Equinity 100A 600P
1 0 6
2 400 A (S) (*150)
Sig Phases: (PM) See/HL Right
375
) = 1500
4) V Dd. 500 564
5) LT60 150 150
6)
Assome: 2+6 = 750" 2+5 = 750"
(= 375*
4 500"
Total 2375" Easily Within Avail 3096"/Hh
3096"/46



N. Columbia Blud. + Delaware / Tyndall
PK Hr. Vol. 260kl 2007 200 1100A
2 400 A 5 400 A 5 150 600 A
2 400 A S
31
Sig Phases: (PM) See/HL Regd to
375
2)
4) V Dd. 500 56 4
S) 1 TWD - 650
6) = 750.
Assome: 2+6 = 750" 2+5 = 750"
(= 375°
4 500"
Total 2375" Eastly Within Averl 3096"/Hh

TRAFFIC COUNT TAB

Date Jan 26, 1916
Day Monday
Weather Rain

ON M. Lyndell Morth

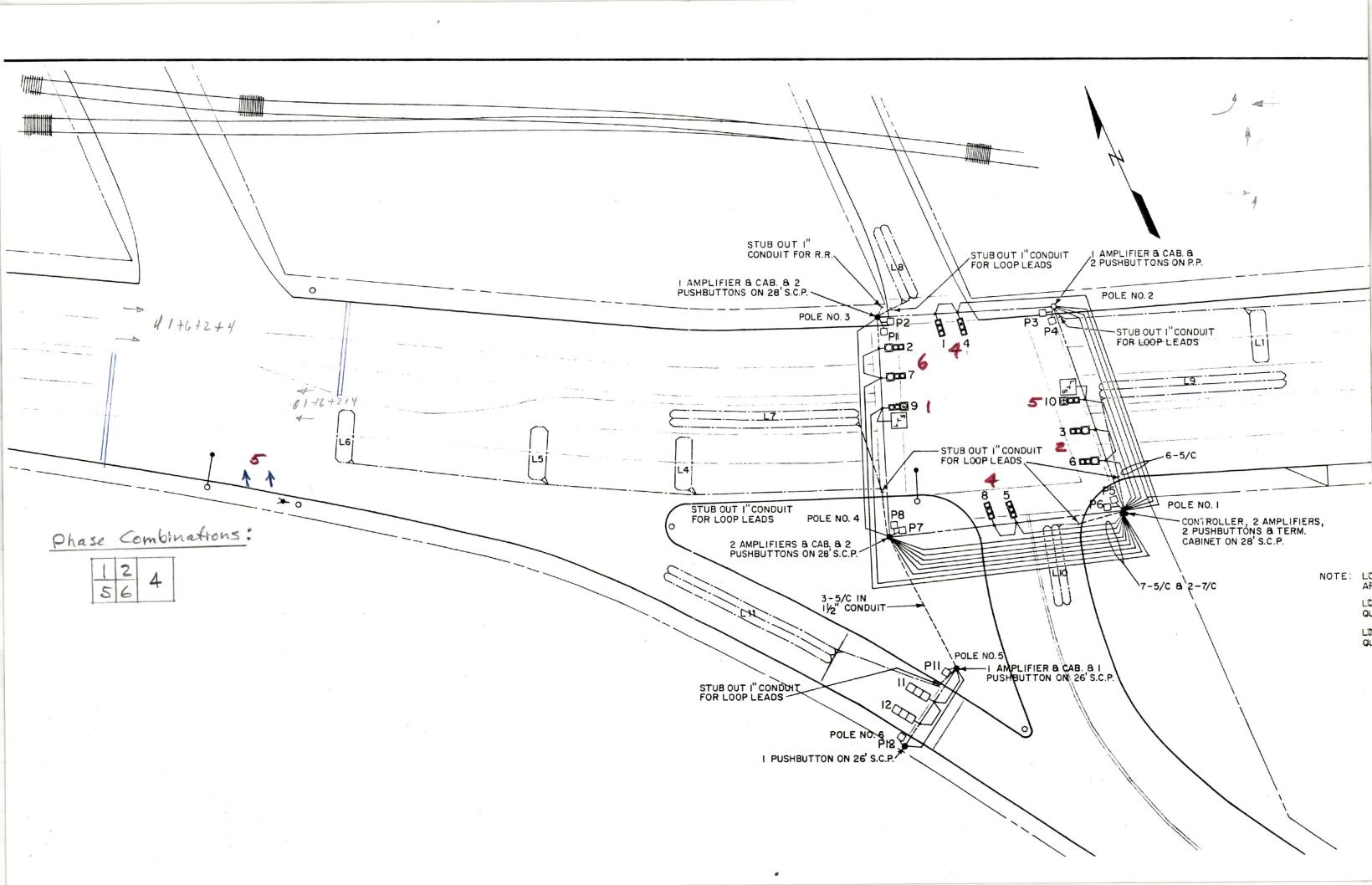
g M. Columbia

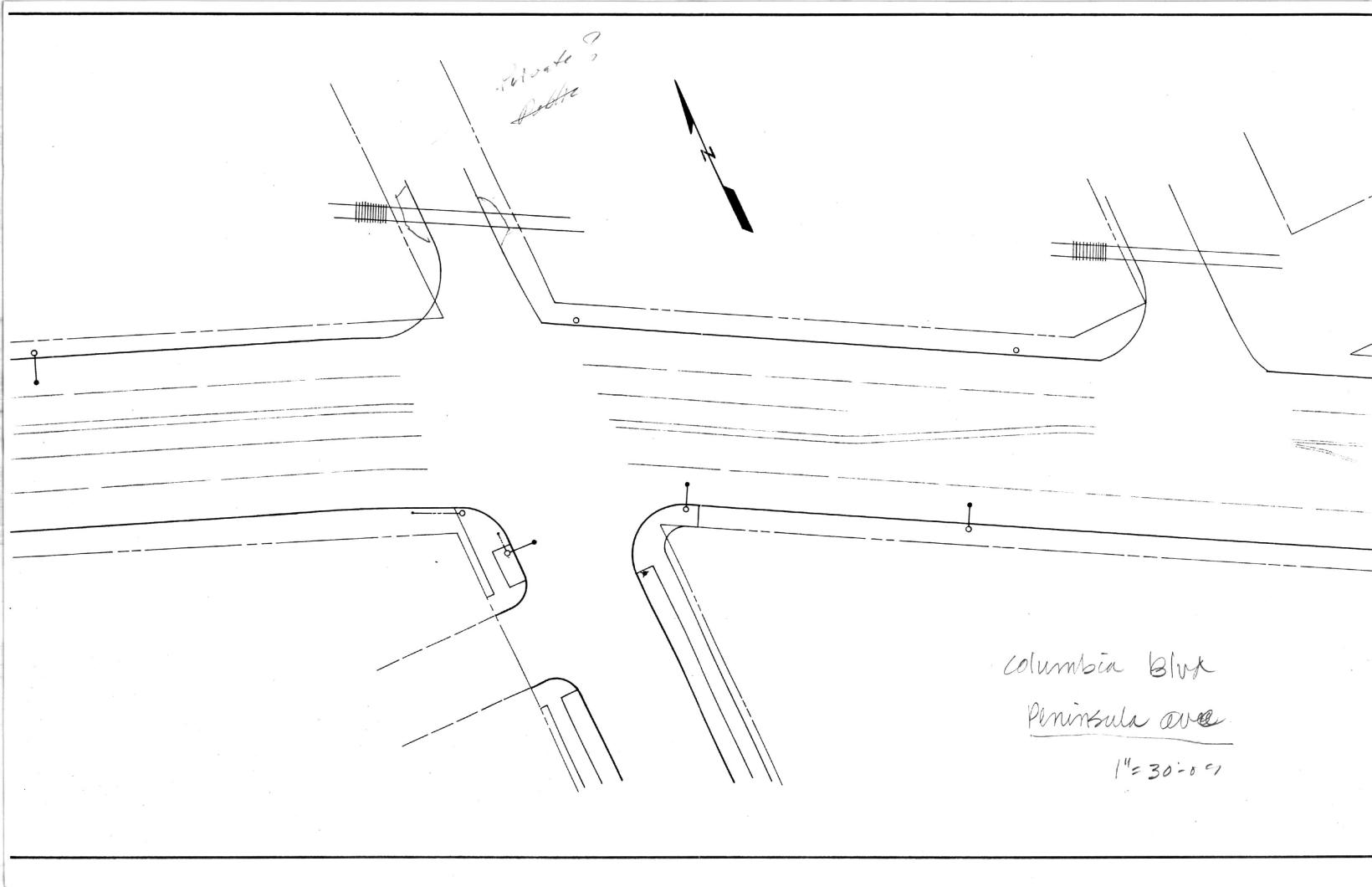
TIME ON N.+ 5.B. ON____ A.M. 83 7 - 8 25 8-9 26 9-10 10-11 11-12 P.M. 12-1 46 1-2 2 - 33 - 465 4 - 5 31 5 - 6 6 - 75 7 -8 8 - 9 9 -10 10-11 33 11 - 12 A.M. 19 12 - 11 - 2 2 - 33 - 4 4 - 5 5 -6 6 - 7TOTAL GRAND TOTAL 890

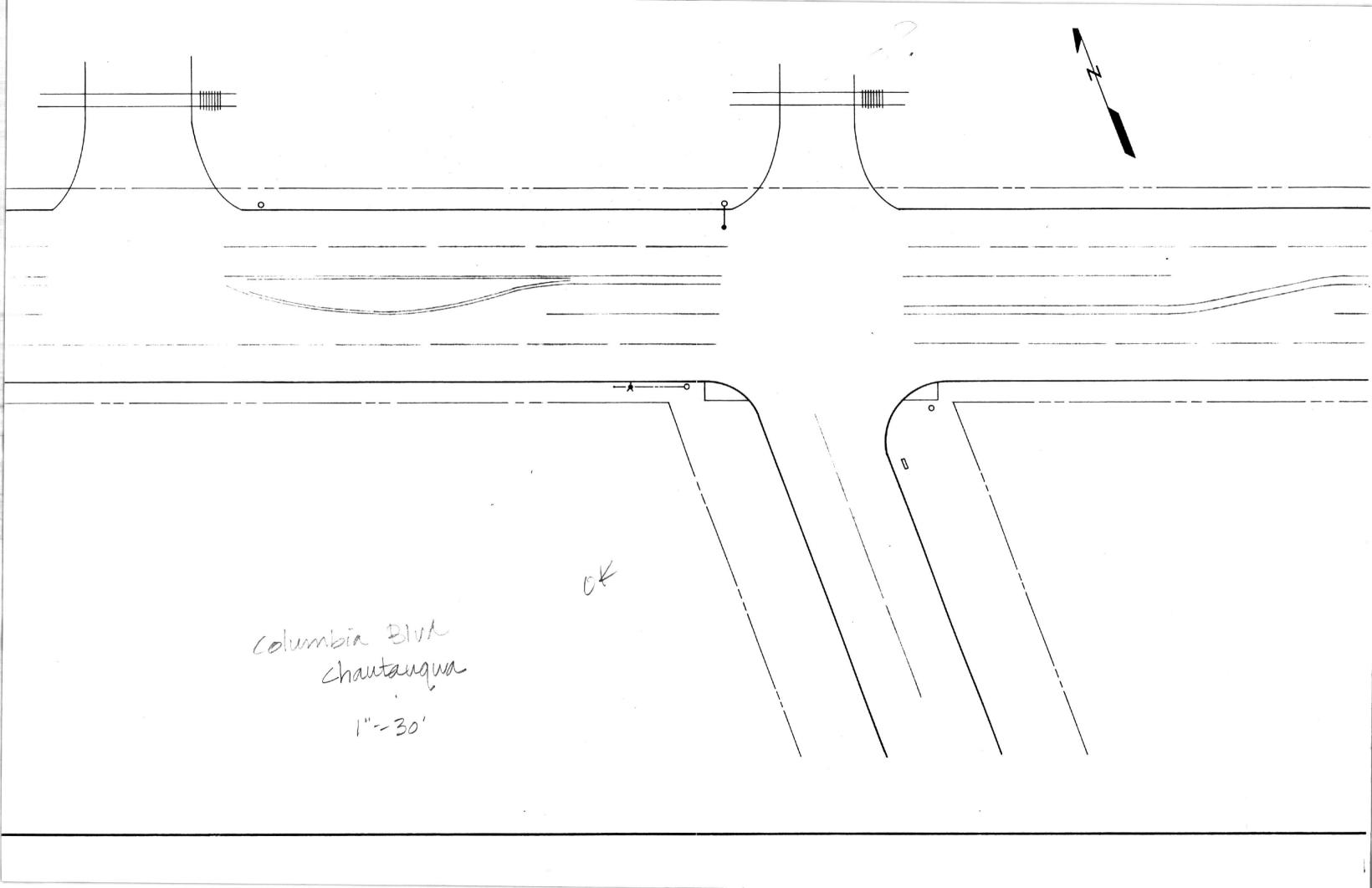
TRAFFIC JOUNT TAB

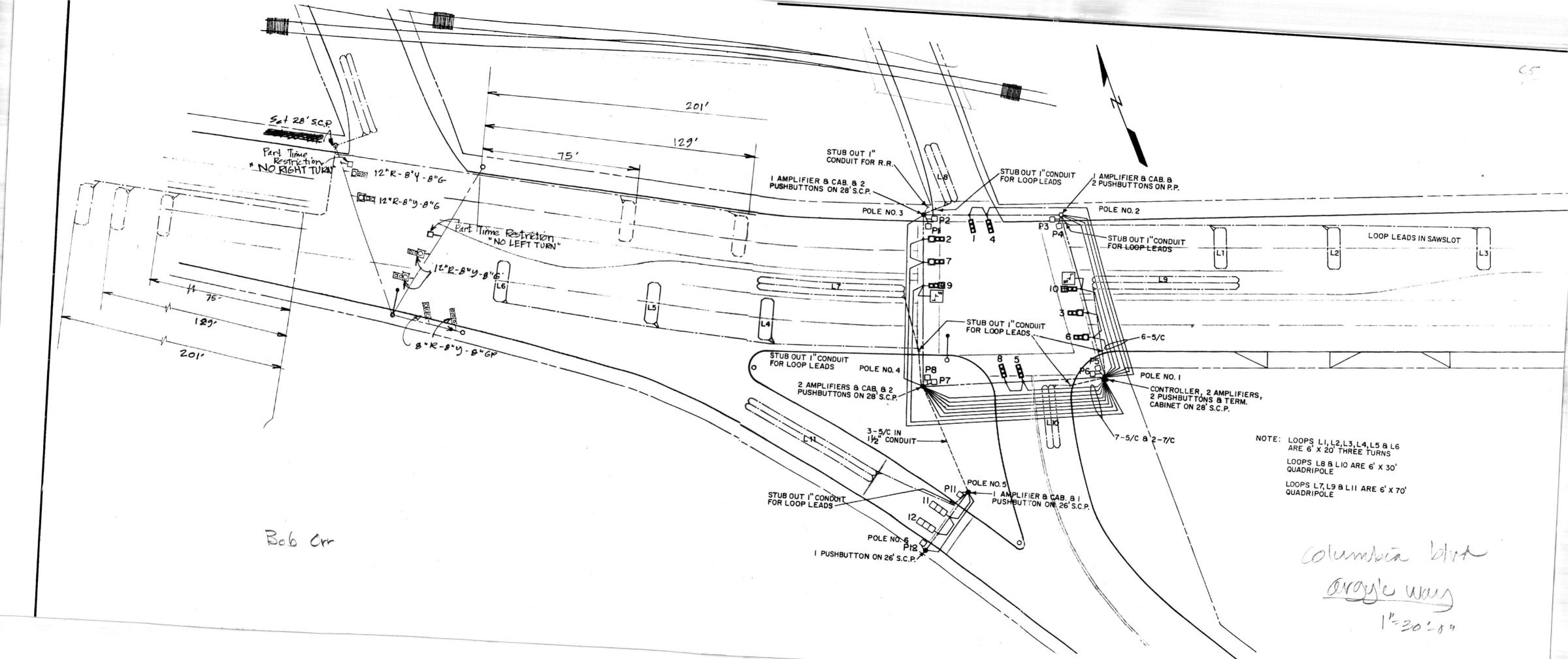
Date 12/11/79
Day Tresday
Weather Cloudey

ON Al. Columbra Blod					Weather			
ON N. Columbia Blod. WIN Chataugus Blod-RC 9					ON			
DIRECT	4BD.	2'			W/Bd.			
DIRECT- TIME ION A.M. 7-8	377				1080			
8-9	408				695			
9 – 10	448				529			
10-11	53/				584			
11 -12	452				532			
P.M. 12-1	484				558			
1-2	558				704			
2-3	1087				682			
3 – 4	1203				571			
4 - 5	728				621			
5 – 6	326				493			
6-7	190				311			
7 -8	145				324			
8 – 9	125				261			
9 – 10	163				265			
10-11	211				306			
11 - 12	74				242			
A.M. 12-1	45				136			
1 - 2	56				46			
2 - 3	48	-			39			
3 - 4	30				49		*	у ,
4 - 5	95				48			
5 - 6	3/7				130	ì		
6-7	554	F .			760		, .	
TOTAL	8,655	i *.			9,966			n
GRAND TOTAL		3"	18,621			v o		9 20 4









6/24/20 Maling N. G. Wola Bir Are Agency Nime 1 Jeff Asay 2 UPRIR Law Dept. 2 BOB ORR UPRR ENGR 3 Ed Immel puc 4 Joe Walsh Barran of Planning 5 Steve Riddell Bineau of Avert & Avidural Engr 6 Dick Spece B.T.E. tate, 7 Don Berystrom 10 11 12