

Going

November 17, 1980

Management
Decorators West
4610 N.E. Union Avenue
Portland, Oregon 97211

Dear Manager:

It has been brought to the attention of this bureau that large trucks under your control have been parked in residential areas of N.E. Going Street. You may be unaware that this practice is illegal; a copy of the City of Portland Municipal Code No. 16.20.130 is enclosed for your information.

Now that you are aware of this violation, we trust that you will take appropriate action to correct this situation, and if we can be of any assistance, please call Mr. Cliff Knudson at 248-4639.

C
Sincerely,

N. N. Nozaki
Field Representative II

OK:ah
~~CC:enclosure~~
~~cc:Mr. Cliff C. Knudson~~
1 enclosure

Going

October 30, 1980

G. K. Greiner, Jr.
Captain, U.S. Coast Guard
Captain of the Port
6767 N. Basin Avenue
Portland, Oregon 97217

Dear Mr. Greiner:

This bureau has previously arranged to mark the lane line extensions for southbound Basin Avenue to eastbound Going Street.

This work has been delayed by a rather large backlog of other specific details. We plan to care for this item as soon as possible, given suitable weather.

Thank you again for your concern.

Sincerely,

M. J. Martini
Sr. Traffic Engineer

DRM:ah



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

M J M
Long
MAILING ADDRESS:
Captain of the Port
U.S. Coast Guard
6767 N. Basin Avenue
Portland, OR 97217

4600
20 October 1980

Mr. Dave Magin
Traffic Engineering
317 S.W. Alder
Room 1301
Portland, OR 97204

Dear Mr. Magin:

I wish to express official concern over the traffic situation which exists at the corner of Going and Basin Avenues on Swan Island. Recently a third lane has been added for vehicles approaching the intersection from Basin Avenue. This change, in and of itself, causes me no concern. However, I have observed people in the second lane upon turning left onto Going, ending up in the left hand lane of Going. Further, people turning left out of the right hand lane from Basin often end up in the middle lane on Going.

The situation which I have observed is not an isolated incident. I would say that it occurs several times a day, with the result that the person in the left hand lane either has to break suddenly to avoid being hit by the car on his right, or that he is forced into the oncoming lanes of cars coming down the hill on Going. I previously verbally expressed my concern, and suggested that dotted lines showing the traffic flow be placed in the intersection, so people entering Going from North Basin would have some guidance as to the lanes. I continue to think that this is the best solution, and recommend that action be taken on this as soon as possible to avoid a serious accident.

Sincerely,

G.K. Greiner, Jr.
G.K. GREINER, Jr.
Captain, U.S. Coast Guard
Captain of the Port
Portland, Oregon

RECEIVED

OCT 27 1980

BUREAU
TRAFFIC ENGINEERING

Going

July 22, 1980

MEMORANDUM

TO: Ernie Yuzon
Bureau Street and Structural Engineering

FROM: Bureau of Traffic Engineering

SUBJECT: Traffic Counts, North Going Street

As per our telephone conversation this morning, enclosed are copies of 24 hour traffic counts taken on North Going Street between Swan Island and I-5.

Set 1 - Traffic counts taken in December 1978. These are combined east and westbound counts on N. Going Street east of N. Maryland Avenue.

Set 2 - Traffic counts taken in December 1978. These counts are separated into eastbound and westbound directions, and were taken on N. Going Street east of the Greeley Avenue Ramps.

Set 3 - Traffic counts taken in April 1980. These counts are separated into eastbound and westbound directions, and were taken on N. Going Street east of N. Basin Avenue.

All three sets of counts show almost identical peaking characteristics. When looking at the even hour counts the A.M. peak occurs between 7 A.M. and 8 A.M. The P.M. peak is more complicated with the hours of 3 P.M.-4 P.M. and 4 P.M.-5 P.M. having almost identical combined east and westbound traffic flows. What is interesting about the P.M. peak is that the uphill or eastbound flow is substantially higher between 4-5 P.M., while the westbound flow has a P.M. peak between 3-4 P.M.

An added note that while these traffic counts give a good indication of peaking characteristics the numbers have not been adjusted for the truck axle factor.

If you have any questions don't hesitate to call.

MWB:ah

Going

July 23, 1980

MEMORANDUM

TO: Ernest L. Yuzon
Bureau of Street and Structural Engineering

FROM: Bureau of Traffic Engineering

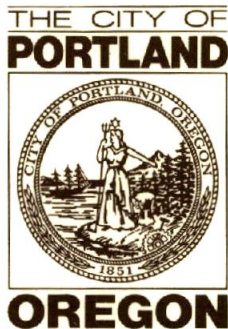
SUBJECT: Review of Noise Barrier Plan - Going Street
Noise Mitigation Project

We have reviewed the alignment of the proposed Going Street noise barrier, and have no objections to the proposed street closures as shown.

Our main interest will be when the noise barrier is layed out on street plans so we can review the barriers' location in respect to; 1) Sidewalk locations (adequate vehicle/pedestrian seperation); 2) possible sight problems (at Maryland); and 3) effect of barrier on existing traffic signing and future signing necessary because of street closures.

If you have any questions regarding this memo or need additional information related to this project, please contact Mike Bauer at 4431.

MWB:ah



July 11, 1980

DEPARTMENT OF
PUBLIC WORKS

MIKE LINDBERG
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

621 S.W. ALDER
PORTLAND, OR 97205

MEMORANDUM

TO: Don Bergstrom, City Traffic Engineer
Bureau of Traffic Engineering

Francis Sargent, Fire Chief
Fire Bureau

FROM: Ernest L. Yuzon *ELY*
Project Coordinator

SUBJECT: Review of Noise Barrier Plan - Going Street Noise
Mitigation Project.

Bauer MJB
Magin - Dalm

As a result of requests from residents of the Overlook Neighborhood and City Council approval, we will be undertaking a noise-mitigation project along N. Going Street between the I-5 Freeway and N. Greeley (see project description attached). Also attached is a plan showing alignment of the proposed noise-barrier.

We would appreciate review by your staff of the plan, and comments, by July 25th, relative to your operations in the area. This will allow us to make adjustments prior to finalization of the plan if potential conflicts exist.

Thank you for your assistance. Please call me at 4150 if you require additional information.

ELY:mh

Attachments

RECEIVED

RE JUL 14 1980

BUREAU OF
TRAFFIC ENGINEERING

Going

Marty

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

Date: 1-19-80
From: M. J. Martini, Bureau of Traffic Engineering
To: Office of City Engineer
Addressed to: 130/322/Miller
Subject: Job 1043 1 copy
N.E. Going
from 50th to 37th

Plan for the above is attached.

☒ NO SPECIFIC TRAFFIC REQUIREMENTS. *H.P.M.*

☒ NO SIGNAL EQUIPMENT INVOLVED. *DB*

☐ TRAFFIC REQUIREMENTS ARE AS FOLLOWS:

☐ SIGNAL REQUIREMENTS ARE AS FOLLOWS:

1043

7+50

PRELIMINARY

CITY OF PORTLAND, OREGON

DEPARTMENT OF PUBLIC WORKS

MIKE LINDBERG

COMMISSIONER

JOHN LANG, P.E.

ACTING CITY ENGINEER

ROADWAY RECONSTRUCTION

**N.E. GOING ST.
FROM N.E. 36TH AVE.
TO N.E. 37TH AVE.**

APPROVED _____

ACTING BUREAU CHIEF

REG. PROF. ENGR. NO. 5413

APPROVED _____

ACTING CITY ENGINEER

REG. PROF. ENGR. NO. 8344

DESIGNED BY
D.H.L.

DRAWN BY
R.R.C.,

CHECKED BY

1/4 SECTION
2534

BOOK

PAGE

DIVISION ENGINEER
R.W.T.

UNDERGROUND BY

DATE

FILE NO.

JOB NO.
1043

SHEET NO.

1 OF 1