



October 30, 2008

Campus Planning,
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and
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Ms. Susan Keil
Director of Transportation
City of Portland
1120 SW 5th Avenue, Suite 800
Portland, OR 97204

Mr. Jason Tell
Region I Manager
Oregon Department of Transportation
123 NW Flanders Street
Portland, OR 97209

RE: I-5: North Macadam Off-ramp Proposal


Dear Ms. Keil and Mr. Tell:

We have reviewed your letter to the South Waterfront Transportation Strategy Stakeholders dated October 8, 2008. We do not take any exception to your proposal for facilitating north bound I-5 access to the South Waterfront District through improvements to the Harbor Way and River Parkway intersection. We do however feel strongly that way finding signage should be incorporated into this improvement including signage on I-5 directing motorists into the District.

However, we are very concerned about the proposal to eliminate the existing right turn into the South Waterfront District from north bound Macadam Avenue at SW Curry Street. It is our understanding that your agencies have concerns regarding the safety of this intersection which has experienced fourteen crashes in the past eighteen months resulting in a crash rate of 1.3 per million vehicles entering. The records indicate that only three of these crash were related to the right turn movement indicating a crash rate of 0.27 per million entering associated with the right turn. Based on this analysis it appears that the safety problem associated with this intersection is largely related to rear-end crashes. Therefore we strongly recommend that the safety issue at this intersection be separated from the off-ramp improvements. Until all other options for increasing safety, such as advanced flashing warning signs, physical separation of the stop locations for north bound traffic on Macadam and the off-ramp traffic and other mechanisms, have been utilized we are in opposition to removal of the right turn at SW Curry Street. While we share your concern with traffic safety, we would ask that your agencies seek creative solutions to these issues that do not require the removal of the right turn.

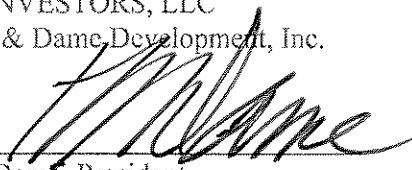
In addition, we are concerned that the timing of the improvements at Harbor Way and River Parkway will likely be immediately followed by construction of the South Light Rail Project disrupting access to the District along Moody Avenue. It seems reasonable that the right turn movement at SW Curry Street could significantly help mitigate the impact of light rail construction on District access.

OREGON HEALTH AND SCIENCE UNIVERSITY

By: 
Mark B. Williams
Its: Assoc. Vice President


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By: Williams & Dame Development, Inc.

By: 
T.B. Dame, President
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