

# City proposes new Interstate 5 access ramps

## NEWS BRIEFS

By Lee Perlman  
The Southwest Portland Post

The city is looking at new access ramps to the South Waterfront and Ross Island Bridge, transportation planner Jody Yates told the South Portland Neighborhood Association last month.

At present northbound traffic exiting the Interstate 5 freeway onto Southwest Macadam Avenue must weave across traffic already on the street in order to gain access to the South Waterfront to the east. Those seeking to get onto the bridge must pursue a convoluted path that involves crossing the freeway, reversing direction, and traveling through part of residential South Portland.

Yates cautioned, "The reality is that the roads will continue to get more congested." If nothing at all is done, with the South Waterfront growing and more vehicles using this part of Macadam, the city estimates that the street will reach a traffic level of "failure" by the year 2015.

The Portland Office of Transportation (PDOT) is proposing a "fly-over" ramp that would connect directly to the bridge. A second option would allow exiting traffic to cut under

Macadam and enter it in the east lane, still leaving the journey to the bridge tortuous but making it safer. Either option would cost an estimated \$40 million.

So far PDOT has secured a pledge of \$7 million from city Systems Development Charge funds, \$3 million from the city general fund, \$2.367 million in "earmarks" from federal transportation appropriations and \$1 million from North Macadam District Urban Renewal funds.

South Portland board member Connie Crookham said, "I use that road all the time, and the flyover makes the most sense to me."

### Design Commission approves Shriner's Hospital addition

At its third hearing on the matter last month, the Portland Design Commission approved the design for a three-story, 66,000 square foot addition to the Shriner's Hospital for Children that will extend over its existing parking garage. The design team met earlier Commission concerns by providing for a new, more prominent entrance reached by a wider sidewalk with new street trees.

There will be a 2,000 square foot lawn assigned to this building, part of a larger open space separating it from Oregon Health and Sciences

University's Biomedical Research Building.

Commission member Gwen Mililius liked the lawn especially. "These open spaces often surprise us with how much they're used by children," she said. "I appreciate how you reworked the entrance. There's a value to it for people who come by bus, foot or tram."

The one concern the Commission retained was a tentative plan by the hospital to add more stories in the future. Commission member Tim Eddy called this a "potential issue," but added, "A lot can happen between now and then, and this is potentially a good base." He called the design "quiet and understated."

Commission chair Lloyd Lindley apologized to the design team for the lengthy review process. "We hold the Shriner's Hospital in the highest regard," he said. "Our criticism was not meant in any way to reflect on your mission or what you do."

### Southwest ped/bike open houses scheduled

Two of the three Halo L.I.D. projects will have public open houses this month for the public to consider plans. The project on Southwest Hamilton Street between 39<sup>th</sup> Avenue and Scholls Ferry Road can

be viewed, discussed and reacted to at Bridlemile School on March 4. The open house for Southwest 35<sup>th</sup> Avenue between Arnold and Stevenson streets will be at Jackson Middle School on March 6.

Both sessions will be from 7 to 9 p.m. The date for an open house for the third project, on Southwest Vermont Street between 30<sup>th</sup> and 37<sup>th</sup> avenues, and 45<sup>th</sup> and 65<sup>th</sup> avenues, was not available at press time.

The projects will add pedestrian and bicycle facilities to these streets. They will be paid for through Local Improvement Districts, assessments to nearby property owners. Unlike conventional LIDs, the Halo assessments will be spread over a wider than normal area, assessing more property owners but charging each one less.

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3606 SW Bond Avenue (off Curry Street)  
TriMet Bus #35 (Macadam) & Portland Streetcar

Please join us for a community open house on the North Macadam Transportation Development Strategy and proposed Transportation System Development Charge (TSDC) Overlay.

Help us explore solutions to the area's transportation problems and how to pay for needed improvements.

For more information contact: Project Manager Art Pearce, 503-823-7791, art.pearce@pdxtrans.org

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