

Excluding the transportation chapter from the printed version of the Facilities Plan made review of all “systems” more awkward than it should have been. Just saying.

My comments on the TSP are limited and focused on the Eliot neighborhood area.

1. **Shame on you for dropping MLK streetcar!** I understand the reason for this was a belief that development along MLK will occur without it. That may be true and may be a valid criteria in the wealthy areas where streetcar routes were identified in the Streetcar Plan and have been routed thus far. But Inner NE is NOT a wealthy area. Streetcar along MLK has been viewed as a form of “payback” for the ethnic cleansing the City and PDC deployed against this community to make way for the Rose Quarter, Emanuel, the PPS building, Water Bureau parking lots, Albina Yards and I-5. It is wholly inappropriate to apply strict economic criteria to this decision. I strongly recommend streetcar on MLK be returned to “active consideration” from “study.”
2. **NE 7<sup>th</sup>/9<sup>th</sup> Greenway** I strongly support this project (#116340 on the list). Eliot has complained about use of 7<sup>th</sup> as a bypass route for commuters who should be on MLK or 15<sup>th</sup>, which are properly classified for that use. 7<sup>th</sup> is NOT classified as a commuter route; however, recent changes to Williams have significantly increased that use. It is however, an excellent north south bike route for neighborhoods east of MLK. But, before it can be developed as a bikeway, measures MUST be taken to divert commuter traffic/reduce traffic volume and speed. The steps necessary to accomplish that are similar to those required for a bikeway, specifically more and more effective traffic calming measures. The speed humps that were added for the bikeway along Morris and on other bikeways seem to be far more effective than the current traffic “ovals” that were modified to suit the fire department to the point where they still allow traffic speeds up to 50 MPH (which were measured on the street AFTER they were installed). Some drivers still attempt to exceed that speed, but usually end up in the circle rather than going around it. Regardless, those accidents, although infrequent, are ample evidence excessive speed needs to be addressed. In addition, most of the intersections with 7<sup>th</sup> in Eliot are offset. This presents a clear and present danger currently along the Tillamook bikeway. I strongly recommend STOP signs be installed on both sides of this intersection to provide crossing bikes with adequate protection in the intersection. Finally, presuming bikeway improvements will eliminate parking on one side of the roadway, I note that parking isn't allowed on the EAST side along Irving Park currently. I would recommend that pattern continue through Eliot so as to provide an improved bikeway on

that side of the street. However, removing parking will make the street look like it is a thoroughfare for commuters, so it must be accompanied by measures that defeat that, such as a separated bikeway extending between Broadway and, say Tillamook.

3. **ODOT I-5 Broadway Interchange** Eliot has worked closely with PBOT and ODOT on the current proposal to “fix” the 5-way intersection where the southbound I-5 off-ramp meets Broadway. I support these changes for the safety of bike riders and pedestrians. This was one of many recommendations/plan to come out of the NE Quadrant Plan. Another significant one was a proposal to put “lids” over sections of I-5 IF it is widened. It must be noted that all of the adjacent neighborhoods, including the Blazers, only agreed to support widening the freeway with the “lids” are part of the project. Without the lids, that project will not have neighborhood support. In fact, it will have active opposition. The TSP is silent on the necessary investment to implement this requirement. That must be rectified, even if it is for the TSP to acknowledge while it may be primarily an ODOT responsibility PBOT and City leaders will insure it IS part of the project.

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