

**From:** Carl Larson [mailto:carl.s.larson@gmail.com]  
**Sent:** Tuesday, March 08, 2016 10:20 AM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** TSP Testimony (NE 7th Avenue bikeway)

Planning and sustainability commissioners,  
I'm writing today about a very specific and relatively minor element in the proposed Transportation System Plan: the proposed "Major City Bikeway" on NE 9th Avenue.

When driving between Industrial Southeast Portland and inner-Northeast neighborhoods, the best route is fairly obvious: MLK/Grand. When riding a bicycle, however, it's not so simple. Portland is in need of a long-running north-south bike route parallel to MLK/Grand.

The Bicycle Transportation Alliance, in their "Blueprint for World Class Bicycling" identified NE 7th as the ideal route north of Sullivan's Gulch. This would connect to a southern bikeway via the proposed bike/ped bridge across Sullivan's Gulch.

The Lloyd District, led by Go Lloyd, has identified construction of this new bridge as a high priority and they've already invested in NE 7th as the primary bike route through the district.

Meanwhile, further to the north, residents in the King, Irvington, and Eliot neighborhoods have expressed frustration with the fact that NE 7th carries far more traffic than a neighborhood street should. It's an attractive rush hour cut-through route for drivers wishing to avoid MLK.

The City of Portland has an opportunity to address this neighborhood issue while creating a top-notch and much-needed bike-friendly alternative to MLK on NE 7th. 7th already has speed humps, traffic calming islands, and costly signals. All it needs is traffic diverters to direct non-local traffic back to MLK.

Unfortunately, the proposed TSP identifies NE 9th, not 7th, as a major city bikeway. The 9th Avenue alignment has multiple problems:

- bumpy concrete paving in Irvington
- unnecessary hills including a very steep hill between Fremont and Irving Park
- no signalized crossings of busy streets
- poor connection with existing Lloyd district bikeways and the future bridge, both on 7th

I fear that PBOT has chosen NE 9th as their proposed route because it's already a quiet street. It doesn't require traffic diverters which, though cheap, can be controversial. I know that PBOT staff want to do the best work they possibly can and I submit that there is far more support for these treatments on 7th than the bureau realizes. **I encourage the city to do the right thing -- the bold and fiscally-responsible thing -- by marking and prioritizing NE 7th as a Major City Bikeway from Sullivan's Gulch to NE Sumner.**

Thank you.

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