

**From:** Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>  
**To:** Steven Cornils <[scornils@yahoo.com](mailto:scornils@yahoo.com)>  
**Sent:** Thursday, March 24, 2016 10:40 AM  
**Subject:** RE: TSP Testimony

Hi Steven,

Thank you for your comments to the Planning and Sustainability Commission. So that I may include your testimony and forward it to the PSC members, can you please email me your mailing address? That is required for notification about the project.

Thanks,  
julie

Julie Ocken  
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**From:** Steven Cornils [<mailto:scornils@yahoo.com>]  
**Sent:** Thursday, March 24, 2016 10:31 AM  
**To:** Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>  
**Subject:** TSP Testimony

Greetings,

I would like to state my support for the NE 9th greenway proposal. There are many benefits to NE 9th on its own as well as reasons why NE 7th would be a failed alternative.

NE 9th already fits the low-traffic volume and would fit the goals the City has stated for a greenway, to provide safe pedestrian and bike traffic for ALL ages, as well as supporting the City's plan to support a diverse set of transit options. A NE 9th greenway provides safety within a neighborhood where many children are walking to and from Irvington Elementary on a daily, on-going basis. A NE 9th greenway will help alleviate some of the congestion that occurs on NE 15, NE Knott, NE Fremont and NE MLK. NE 15th and NE MLK have bus lines, so the desire to keep congestion off of these 2 streets supports the City's desire for diverse and efficient use of public transportation.

Logistically, NE 9th would provide beneficial improvements to the street itself, as well as a much needed pedestrian and bike crossing across NE Fremont above Irving Park. As to the bike path that would possibly need to be created through Irving Park, it seems logical to look at diverting bike traffic east on NE Siskiyou (already a green way) and then up NE 11th. This would reduce costs. However, it seems like a wonderful addition to Irving Park to have a brand new and SAFE bike path on the east side of the park. I see no logistic issues with NE 9th as a green way that couldn't be overcome and turned into very real positives.

Regarding the diverters that are part of the NE 7th plan, this is an absolutely **terrible** idea. I am staunchly **opposed** to diverters on NE 7th. Traffic calming measures such as replacing the roundabouts with speed bumps, a lowered speed limit and a cross walk at NE Brazee would be a nice political solution, creating a win-win for the neighborhoods involved.

Diverters on NE 7th would have the reverse effect of greenway goals. It would benefit few but negatively impact thousands of people. It would pose a VERY SERIOUS safety issue for all the neighborhood streets in all directions. It would also increase congestion, not alleviate it. It would bring congestion to the NE MLK and NE 15th bus lines, thus making the plans in direct opposition with the desire to use Public Transport as an efficient option.

Diverters would create daily, on-going, persistent cut-through traffic in both east/west and north/south directions on all the streets that surround Irvington Elementary. To me, this is my absolute bottom line that cannot be crossed. Decreasing safety for children walking to and from Irvington Elementary is negligent and will not be tolerated. Cut-through traffic would happen uncontrollably any time a driver encountered any traffic backup. Traffic backups would happen constantly on NE 15th, NE MLK (north/south) and NE Fremont and NE Knott (east/west). Aggravated drivers would simply bail out onto a neighborhood street and in an effort to beat traffic, speed through the neighborhood, blowing stop signs along the way. We all already experience this, why increase it? Cut-through traffic would be a serious issue for all the streets between NE 7th and NE 15th, namely NE 8th, NE 9th, NE 10th, NE 11th, NE 12th and NE 14th.

Last, I do not feel that the Irvington neighborhood association (ICA) accurately reflects the voice of Irvington. It is irresponsible how they've handled their support of the NE 7th proposal and I will expect, hopefully, that they change their position and instead support NE 9th.

For the record, I am a resident of "west" Irvington. I have a son who attends Irvington Elementary and another son who has to attend school across town in SE. I ride my bike to Whole Foods, and to appointments downtown. When I can commute by bike, I find it very easy to get around and I often will take neighborhood streets such as NE 9th as opposed to busier streets like NE 7th. I do need to commute by car, as I work in Hillsboro and have my eldest son in SE quite often for school. I have taken Max to Hillsboro, but it is not always an option due to life circumstances. I am sensitive to the concerns the folks have on NE 7th, but feel like the diverters plan puts far too many people at risk.

Thank you.

Steven Cornils  
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