

From: Rebecca Biederman [mailto:rebecca.biederman@yahoo.com]
Sent: Thursday, March 24, 2016 5:20 PM
To: Planning and Sustainability Commission <psc@portlandoregon.gov>
Cc: Transportation System Plan <TSP@portlandoregon.gov>
Subject: TSP Testimony

Greetings,

I would like to state my strong preference to keep NE 9th Ave as the future Lloyd District N-S Bikeway/Greenway over the recently proposed amendment by Commissioner Novick to move it to NE 7th.

I am a resident on NE 8th Ave in between NE Knott and NE Brazee. I have a son in second grade at Irvington Elementary. I am excited about the prospect of a greenway on NE 9th. I also fully support increased traffic calming measures on NE 7th while still allowing for 7th to act as a street that allows cars to funnel through the neighborhood. NE 9th already has the low traffic volume that is needed for a city greenway. It is a street that many Irvington students cross on their way to and from school. Diverting traffic off of 7th increases the likelihood that people will use alternate routes throughout the residential streets in Irvington, streets that don't have the size or capacity to support a major increase in traffic. These residential streets that children have to cross to go to and from school, sports, and activities at Irvington Elementary everyday and streets that don't have four way stop signs.

I have also read that the Irvington Neighborhood Association supports the Bikeway/Greenway on 7th. I am a resident in Irvington and do not agree at all with the ICA's support of the Greenway/Bikeway on 7th. The association is not representing the neighborhood as a whole as far as I can tell and is evidenced by the signatures that my neighbors have collected against the NE 7th Greenway/Bikeway in favor of one on NE 9th.

I am also excited about the prospect of improving the road on NE 9th between Broadway and NE Thompson, as well as the possibility of creating a bike path on the East side of Irving Park. I believe NE 7th Ave, while classified a local street, is actually a collector street in practice. It is wider than any other local street. It can accommodate two lanes of traffic, parking, and roundabouts. It is a vital road for cars to funnel through the neighborhood. I whole heartedly support safety measures on NE 7th like pedestrian crosswalks, speed bumps, even a redesign that could include bike lanes next to cars similar to NE Broadway or N Williams/Vancouver or NE 21st. NE 9th avenue is a perfect quiet low traffic volume street that would be lovely for bikes and could improve the neighborhood both N and S of NE Fremont through repaving and traffic lights/crossings and improve Irving Park overall by having a path specifically for bike use.

It would be a fatal mistake to allow NE 7th to be the site of the Lloyd District N-S/Greenway where an increase in traffic throughout Irvington between 8th and 14th would directly impact the safety of children and families that walk, bike, use strollers and skateboard multiple times a day.

Rebecca Biederman
2544 NE 8th Ave
Portland, OR 97212
971-285-6046