

From: Amy Greenstadt [mailto:greens@pdx.edu]

Sent: Thursday, March 24, 2016 9:55 PM

To: Planning and Sustainability Commission <psc@portlandoregon.gov>; Wagner, Zef <Zef.Wagner@portlandoregon.gov>; Gonzalez, Cevero <Cevero.Gonzalez@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Treat, Leah <Leah.Treat@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>

Subject: TSP Testimony

Dear TSP Planners, PBOT, Councilors;

I am writing regarding the proposed plan to turn NE 7th Avenue into a greenway. While I applaud the city's efforts to make our city more bike-friendly, as a resident of adjacent 8th Avenue I am concerned that the plan has not taken into account the larger effects of the greenway on our neighborhood. As the city has grown in density, we have already noticed increased cut-through traffic on our block. In fact, in November my cat was killed by a speeding car right in front of my house. In the past few months construction has caused 7th avenue to be blocked to traffic at the entrance on Knott, and as a result traffic on 8th has vastly increased, especially during rush hour. These cars routinely speed, even despite a partial roadblock put up by the construction company at the corner of 8th and Knott that forbids cut-through traffic.

It is reasonable to predict that if 7th Avenue were to become a greenway, traffic deflected from that street would divert over to 8th, and we would continue to see cars dangerously speeding down my block. Likely, our current traffic problems would worsen. We therefore need a **comprehensive plan** for the entire neighborhood to calm traffic and contain it within the main thoroughfares of Martin Luther King Boulevard and I-5. I am among many of the residents of 8th avenue who strongly favor putting up barriers at the entrance to our block at Knott which, coordinated with similar measures on nearby streets, would prevent cut-through traffic. Such measures are reasonable and have been implemented successfully in other cities, such as Berkeley, California. (See, e.g., <http://www.ci.berkeley.ca.us/ContentDisplay.aspx?id=6748>).

I welcome Portland's increasing urban density; however, if we are to remain successful as one of the world's "most livable cities," we need to grow wisely. Shunting traffic onto quiet, residential streets is not the way to do so. I look forward to seeing a final plan for revising the traffic in Northeast Portland that makes *all* streets safer for bikes and pedestrians, including 8th Avenue.

Thank you for your attention to this.

Sincerely,

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