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Sent: Friday, March 25, 2016 3:18 AM
To: Planning and Sustainability Commission <psc@portlandoregon.gov>
Subject: "TSP Testimony"

To Whom it May Concern:

I am writing to provide my input on the proposed revision to the Transportation System Plan with respect to bicycle classification maps. We currently have a de facto bikeway on NE 7th Ave given the number of people using 7th as a bike route on a daily basis. The proposed TSP update, however, calls for establishing a major city bikeway on NE 9th, and leaving NE 7th as a minor city bikeway.

At a recent public meeting, PBOT employees indicated it would cost \$2 million to upgrade NE 9th to a major bikeway, including a path around the periphery of Irving Park. It was also estimated that it would only cost \$1 million to upgrade NE 7th to a major bikeway.

I am in favor of the Greenway being implemented on 7th --all the way from the Broadway-Weidler couplet to Sumner-- for several reasons:

- The City is asking taxpayers to increase the gas tax because of underfunding of transportation projects. We need to start with responsible planning of projects and not ask taxpayers to fund an extra million to pay for bikeway improvements on NE 9th (est. at \$2 million) when NE 7th (est. at \$1 million) is an already established bikeway.

-Bicycle commuters already use NE 7th. They appreciate the mellow grade, the pavement quality, the directness of the street, as well as its proximity to services on MLK just a few blocks to the west.

-The use of NE 9th will require a path around the periphery of baseball and soccer fields in Irving Park. Cyclists, pedestrians, and ball players will have to watch out for each other. Furthermore, many people, women especially, have expressed reservations about traveling alone through Irving Park after dark.

-Numerous organizations such as the Bicycle Transportation Alliance, Bike Loud PDX, Bikeportland.org, the Irvington Community Association, the Eliot Neighborhood Association, GoLloyd and the King Neighborhood Association would like the available funds to be spent upgrading NE 7th to a major bikeway, not NE 9th.

- The new bike/ped bridge over I-84 will be on 7th. Having bikes move to 9th north of Broadway means unnecessarily negotiating 2 blocks of travel on Weidler or Broadway, which will further demotivate cyclists from using a bikeway on 9th.

- 7th directly connects to King School, the King Farmer's market, Albina Head Start, and the mini business district at Knott.

-Conditions for cyclists and pedestrians have to be improved on NE 7th (primarily by sending through traffic over to MLK where it belongs), even if 9th was designated as the greenway. The City will need to do something about 7th regardless, thus adding additional cost.

- This is a golden opportunity for the City to "walk the talk" and act in a way that reflects its own aspirations, as outlined in plans such as the Bicycle Plan for 2030 (aiming for a 25% mode split for bicycles) and the Climate Action Plan. The 7th Ave Greenway would tie in nicely with the future "Green Loop" around the city. It would accommodate existing demand for 7th as a bicycle route as well as encourage more elderly folks, kids, and the "interested but concerned" demographic to get on their bikes.

Thank you,

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