

From: Beacon Sound [mailto:beaconsound@gmail.com]
Sent: Friday, March 25, 2016 4:03 PM
To: Planning and Sustainability Commission <psc@portlandoregon.gov>
Subject: 7th Ave Greenway testimony

Dear Commissioners,

I am writing in support of designating NE 7th Ave as a Major City Bikeway all the way to Sumner St. This is a street that is already heavily used by bicyclists and will likely get even heavier use once the bike/ped bridge over I-84 is built. It is also a street that is accommodating too many automobiles thanks in part to spillover from MLK Blvd. By eliminating the option of using 7th as a throughway from Broadway to Alberta, the excess traffic can be diverted west while maintaining auto access for local users.

While I'm sympathetic to the concerns of some neighbors who live along streets such as 8th and 9th that traffic will be diverted onto their streets, it is important to note that their concerns are based on the same mistaken notions expressed by residents living near SE Clinton St before diverters were installed on that greenway. I'm confident that their anxieties can be alleviated during both the planning and implementation phases.

Following is a list of reasons why you should designate 7th as the Major City Bikeway from Broadway to Sumner:

- 1) It is already heavily used by bicyclists and pedestrians; through auto traffic should be using MLK Blvd.
- 2) There is strong residential and business support; official support from King, Irvington, and Eliot NA's as well as the BTA, Bike Loud PDX, and GoLloyd.
- 3) 7th connects directly to existing bike infrastructure in the Lloyd District and across Broadway/Weidler.
- 4) 7th has the most mellow grade and is a straight shot north/south, which is why it is already the preferred route for bicyclists.
- 5) There are existing traffic signals at Fremont, Prescott, and Alberta.
- 6) 7th would keep bike traffic out of Irving Park; there are also safety issues in the park at night, especially for women traveling alone.
- 7) 7th is only a few blocks away from the bike/ped-unfriendly MLK commercial corridor (easier access than 9th).
- 8) There are existing traffic calming measures in place on stretches of 7th (improvement is necessary but better than starting from a blank slate).
- 9) The future bike/ped bridge over I-84 is likely to touch down at 7th on the N side of the

freeway, which will likely result in much heavier bike traffic on 7th north of the Lloyd District.

10) 7th runs adjacent to King School, King Farmer's Market, Two Plum Park, the businesses at the Knott intersection, the dialysis center, etc.

11) Lloyd Center Mall is opposed to bike infrastructure on 9th through Lloyd District due to the mall's parking garages.

12) Anecdotal evidence suggests that bicyclists will continue using 7th Ave if the greenway is put on 9th. Many have said they will not use 9th at all because it is less convenient and will snake through the park.

13) The area on 9th around Broadway is particularly challenging with the high turnover parking at the credit union and post office.

14) A greenway on 7th is estimated by PBOT to cost half as much as a greenway on 9th.

15) This is a chance for the city to do something world class *that won't break the bank* and also aligns with the goals and aspirations set out in plans such as the Bicycle Plan for 2030 (aiming for a 25% mode split for bikes), the Climate Action Plan, Vision Zero, our 'Platinum' designation, BIKETOWN bike share, etc.

Thanks for your time.

Andrew Neerman

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