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**Sent:** Friday, March 25, 2016 2:28 PM

**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>

**Cc:** Transportation System Plan <TSP@portlandoregon.gov>; Wagner, Zef

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Commissioner Novick <novick@portlandoregon.gov>; Commissioner Saltzman

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**Subject:** TSP Testimony

## **Proposed Greenway with traffic diverters on NE 7th Ave**

My name is Paul Steiner. I live in a duplex I own at 2528 NE 8th Ave, and have been an Irvington resident for 22 years. My children attended Alameda, Beaumont, and Grant, and both represented the State of Oregon as members of Grant's Constitution Team in the Center for Civic Education's "We The People" national finals. I'm also the owner of Otis Construction, Inc., a residential general contracting company located at 430 NE Knott St. Otis is a 20-year-old company that currently employs 13 people.

As a taxpayer and longtime resident in a neighborhood that is undergoing a tremendous increase in density, I believe that I have a right to have my opinion heard regarding city planning issues that will impact my safety and quality of life. This is why I'm writing you regarding the possibility that NE 7th Ave could be turned into a greenway with traffic diverters.

Steven Cole of the ICA and Montse Shepherd and Susan Stringer of NE 7th Ave. have recently been vocal and persuasive proponents of using the proposed greenway and diverters on NE 7th as traffic calming measures. While I **WHOLEHEARTEDLY AGREE** that traffic calming on NE 7th is necessary, I **STRONGLY BELIEVE** that this approach would have the disastrous consequence of shunting almost all of the automobile traffic that currently travels on NE 7th **onto NE 8th.**

Montse and Steve's assertion that traffic will "disappear" if diverters are installed, and that there are studies to prove this, seems utterly disingenuous. If there's science behind that, I'd love to see it.

If we apply logic and what we know empirically about human behavior, it seems obvious that as population density increases, so does traffic density. Traffic flow will increase proportionately on the major streets (**NE 7th Ave is 36' wide**) AND the minor ones (**NE 8th Ave is 27+' wide**); lines of cars waiting to get through four-way stops at rush hour will lengthen, AND cut-through traffic will increase. If you eliminate the through-streets, that leaves **ONLY** cut-through traffic. People will zig-zag like crazy to avoid being dumped onto MLK, which is already a parking lot during rush hour. I know I would. I'm not planning to "disappear".

Steve Cole doesn't speak for all of Irvington, nor do Montse and Susan. 7th Ave, in spite of however it's designated now, is wide enough to allow for two continuous lanes of traffic and parking on both sides of the street. 8th Ave is wide enough for a single lane of traffic.

Disproportionately more traffic on 8th would mean more bottlenecks, more angry drivers, more frantic cut-through efforts, and potentially more accidents and injuries.

In my opinion, 7th should stay as-is, with the addition of speed bumps and more stop signs, if necessary.

Thank you for your consideration.

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