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Sent: Tuesday, March 22, 2016 8:31 PM
To: Planning and Sustainability Commission <psc@portlandoregon.gov>
Subject: TSP Testimony - NE Greenway 9th Ave.

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We are writing to support the original choice of 9th Ave as the NE Greenway. While acknowledging the concern expressed by 7th Ave residents about speeding traffic, we believe slowing traffic is a separable problem that should not be solved by diverting over 4000 cars a day through neighborhood streets.

Dated measures of traffic volume on 7th Ave. show that 5000 cars a day travel on that through street. Density in the North and Northeast Portland has increased since so that number is the floor and is no doubt higher now. . The goal of a Greenway is 1000 cars a day. At least 4000 cars will have to go somewhere else if 7th is the choice.

MLK could be a reasonable alternative if it were not already so busy that drivers try to avoid it now. Shutting down 7th would have less onerous effect on neighborhood traffic if there were another through street before 15th Ave.

Our specific concern is that we live on the streets that would be the alternative for the 4000 trips and our streets are single lane streets at best. Below Knott,, cars cut through to get south and travel at through-street speed that does not account for the risk of both sides parked to the walkway. With the kids walking from Irvington,, its a miracle no tragedy has [occurred.at](#) any of the Brazee crossings.

We have had a recent experiment when the current construction on 7th just below Knott temporarily shut down the street. Our street traffic went up in volume and speed within an hour of closure.

We support bike travel and the idea of Greenways but we support 9th over 7th as the Greenway route and are looking forward to organizing neighbors who have yet to hear what is being planned and were unable to participate in this comment period because they, unlike us, were not informed about it the way we were this morning.