

To Whom It May Concern:

I would like to state my strong preference to **keep NE 9<sup>th</sup> Ave as the future Lloyd District N-S Bikeway/Greenway** over the recently proposed amendment by Commissioner Novick to move it to NE 7th. While 7th Ave certainly needs crosswalks and traffic calming measures, it is unrealistic and dangerous to close this street off to car traffic. Indeed, other city bikeways are implemented on streets like 9th, not 7th. Case in point are Going St and Rodney St. which are residential side streets, and not striped with traffic lines for cars and intersections with stoplights and commercial uses, like NE 7th at Broadway and at Knott.

Unfortunately, I don't believe the city can have its cake, and eat it too. With new developments going up at the corner of NE 7<sup>th</sup> and NE Russell (around 60 new apartment units) and new condos/townhomes going in at NE 7<sup>th</sup> and NE Thompson (as part of it's dense development plans), it's unrealistic to close off traffic on such a high density street. While we agree with slowing down traffic on NE 7<sup>th</sup>, closing it off in the face of new development means that most of those cars will need to travel on side streets. I believe it's irresponsible to take such a drastic action, when considering all of the kids navigating their way to Irvington Elementary and increasing traffic on slower neighborhood streets.

Indeed, the idea of placing diverters on NE 7th to bring traffic levels down to create the Bikeway/Greenway would cause serious issues for pedestrians and bicyclists within the larger neighborhood. Create a bikeway on a street that already has lower levels of traffic and is appropriate for bikes - NE 9th.

Thinking that the city will be able to divert all NE 7th traffic to NE MLK Blvd. is not realistic (it's just too busy during many times of the day — and will cause many folks to look for alternatives). Cars coming from the east, trying to get to 7th Ave (if blocked off) will cut through the neighborhood, from NE 15th to go east on Thompson, Tillamook and Brazee. As noted above, Irvington School is smack in the middle of

this neighborhood, with kids crossing to and from school 2 or more times a day. There are very few 4-way stop signs. This would most definitely increase accidents and near misses. It would be irresponsible to place diverters on NE 7th Ave, forcing cars to cut through the neighborhood and **place kids and adults who walk through these streets in serious danger.**

I hear that the Irvington Neighborhood Association (and other nearby associations) support the Bikeway/Greenway on 7th. I am a resident of Irvington Neighborhood and attend meetings once in awhile and **do not agree with the ICA, and neither do many of my neighbors.** This association is not representative of all the neighborhood, especially the western edges, like 8th and 9th Ave. Their focus is mostly on historic preservation matters. I was not aware of any vote taken on this project, and would represent that many neighbors on 8th and 9th do not support plans that consider putting diverters on 7th Ave. - and definitely prefer the Bikeway/Greenway on 9th.

If PBOT supports the Bikeway/Greenway on NE 7th because the city can "kill two birds with one stone" - and implement traffic calming measures on 7<sup>th</sup> because there is a funding mechanism for Greenways - I would sincerely ask those in a decision making role to stop and reconsider. There has got to be some way to fund modest street improvements that slow traffic and increase safe crossings on 7th, while implementing the Bikeway/Greenway on 9th, where it is most appropriate. Please do not place diverters on NE 7th and force traffic into the residential side streets adjacent to an established school where kids and families cross on foot, bike, strollers and skateboards multiple times a day. It would be a fatal mistake.

Thank you, Ron Pernick, 2244 NE 8th Ave., [503/493-8681](tel:5034938681)

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