



October 14, 2025

To: Portland Bureau of Transportation Staff
Mauricio Leclerc

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Cc: Irvington Community Association

Re: NE 7th modal filter request

Dear PBOT Staff-

Thank you for taking the time to send Mauricio out to talk with us a few months ago about the state of NE 7th Avenue in August.

We continue to strongly feel that NE 7th is a great candidate for a modal filter to be installed. NE 7th is designated a Local Service Traffic Street and Major City Bikeway in the City's Transportation System Plan. It was targeted in the Lloyd to Woodlawn neighborhood greenway project for 'safety improvements'. What we ended up with was some bike lanes from NE Broadway to Tillamook that removed on-street parking on a few blocks on a street that has too many cars to be designated as a neighborhood greenway (counts from December 2022 recorded over 2,500 daily vehicles). The addition of bike lanes has taken parking away from local businesses and has removed parked cars that slowed traffic on the street. We also saw a somewhat dangerous mini-roundabout replaced with a single concrete barrel that does little to slow traffic. Visibility is better at NE Tillamook and 7th, but speeds appear to have increased as well. Bicycle riders are unhappy with the infrastructure changes made during this project, and neighbors are forced to leave cars sticking into the bike lane because their needs were not adequately addressed by this design.

With increased bicycle traffic on NE 7th after the opening of the Blumenauer Bridge, it is especially important to reduce vehicle volumes. Currently, drivers overtake people biking at unsafe speeds and with limited sight distance, and excessive vehicle traffic creates noise impacts on what is supposed to be a local street. Reducing vehicle volumes will improve safety for all road users and align NE 7th with its intended function as a local street. We propose adding a modal filter (perhaps a diagonal diverter style or something else - see some pictures in your style on the next page). This would reduce vehicle volumes to the point where bike lanes would not be needed; this would allow restoring on-street parking, which would also likely reduce speeds.

If we can move forward soon, one of our neighbors has a 16' long old car that they would consider donating as an obstacle to be used as a pilot diverter. (Parts of the street are 30-35' wide). Several locations could work; from south to north: NE 7th at Hancock, San Rafael, Tillamook, and Thompson streets all have various benefits. Some neighborhood residents believe that the Tillamook location would be best because it would affect both the east-west and north-south vehicle routes, so that only people biking, walking, and rolling could go through, while others are concerned this would divert traffic onto the NE Tillamook Neighborhood Greenway.

We would appreciate your expertise and collaboration as we work to create a safer and calmer NE 7th Avenue.

Thank you.

Sincerely,



Allan Rudwick
 Land Use and Transportation Chair,
 Eliot Neighborhood Association
 228 NE Morris St, Portland, OR 97212



NE Thompson and Tillamook proposed diverter



Proposed Modal filter between NE San Rafael and NE Tillamook



NE Tillamook and 7th Diverter

7TH AVENUE ALIGNMENT NE 7th & Hancock

Why this design, why here?

Traffic volume between NE Knott St and NE Broadway St is too high for NE 7th Ave to function as a neighborhood greenway. To reduce volumes to appropriate levels, traffic management is needed to limit cut through travel within the neighborhood. Traffic headed north from NE Broadway St is re-routed to Martin Luther King Jr Blvd on NE Hancock St. People traveling south from NE Knott St would be routed to NE Hancock St.

This conceptual design is for discussion purposes only and does not represent a final design or recommendation.



North of NE Hancock St, the traffic volumes will be low enough to meet neighborhood greenway guidelines.

Opportunity for landscaping to be integrated into the traffic island.

Transition from protected bike lane into shared roadway environment north of NE Hancock St.

- Additional considerations**
- Explore opportunities to partner with community groups to participate in the Adopt a Landscape program for maintenance of new landscaping features.

Lloyd to Woodlawn Neighborhood Greenway / Design Concept Sketchbook

PBOT proposed diverter at NE Hancock and 7th