Division Green Street/Main Street Plan

Technical Appendix
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division
green street | main street project

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The contents of this document do not necessarily reflect views or policies of the State of Oregon.

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A. Background

The Background section contains the following documents:

History of East Portland and SE Division Street

This is the story of Division since the mid 1880's and how forces have shaped Division into the street it is today. Factors that induced these changes include: the enormous growth of Portland's population from the 1850s through 1910; changing zoning policies over time; the effects of the automobile era of the 1950s and 60s; the controversy of the Mt Hood Freeway; and traffic calming along parallel routes in the late 1980s.

Planning and Policy Technical Memo

This extensive memo is an inventory and review of public policies, plans, and studies relevant to the Division study area. This was completed early in the project to help document the policy framework that guided the plan. Included are descriptions of state, regional and city policies, as well as street classifications and zoning characterizations.

Multi-modal Transportation and Urban Design Analysis

This analysis outlines the existing conditions along Division related to multi-modal transportation issues and urban design.

Timeline: Population of the City of Portland*

History of East Portland and SE Division Street

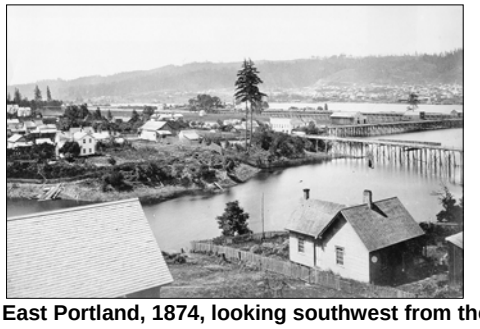
The story of the Division Green Street Main Street Project area is one of ongoing, rapid change and upheaval. It begins in the mid-1800s when the first settlers were gifted large Land Donation Claims east of the Willamette River, and soon moves into the approximately 60-year span when these farms were all subdivided into neighborhoods. The next changes occurred during the years of rail and streetcar expansion and decline, and continued on through the two World Wars. The subsequent popularity of the automobile in the 1950s promoted intense suburban growth on the eastside of the Willamette River, as well as significant freeway and highway expansion.

In the 1970s there was a heated controversy over plans for a "Mt. Hood Freeway" which, had it not been defeated, would have replaced SE Division, Clinton, and Lincoln streets entirely. The defeat of the Mt Hood Freeway led to many changes in the way Portland looked at transportation planning and how to manage traffic and ensure livability in a growing city. In the 1980s The City of Portland devised a plan for revitalizing SE Portland, including several Traffic Calming measures on streets parallel to Division. This story begins with the creation of the City of Portland:

Portland, OR was created in 1845 when Asa Lovejoy and F.W. Pettygrove decided to lay out a townsite and draw up an informal plat of 16 square blocks containing 50 by 100 foot lots on the west bank of the Willamette River. They flipped a coin and Pettygrove won the right to name it "Portland," after Portland, Maine. The City was officially incorporated in 1851 and included a much larger area than the original 16 blocks.[1] Portland began its early development as a trading and shipping town and the City's economic growth soared in 1849, as the California Gold Rush demanded large quantities of timber and foodstuffs from the area. To keep up with demand, logging in the 1850s resulted in large cleared areas surrounding Portland and East Portland, thus the nickname "Stumptown." The timber was shipped out of Portland as a major export and used locally for building construction.

1850 Population: 821

A secondary town named East Portland took form on the east side of the Willamette River in the 1850s, incorporating as a separate city in 1870. To the right is a picture from East Portland in 1874:



East Portland, 1874, looking southwest from the approximate present-day location of Hawthorne Boulevard, Oregon Historical Society, Negative # OrHi 8292

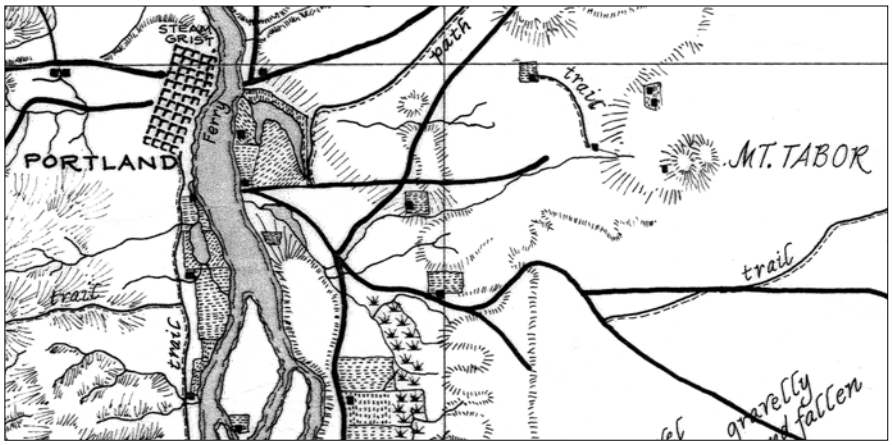
*(www.portlandonline.com, "Historical Timeline")

[1] Snyder, Eugene E. Portland Names and Neighborhoods: Their Historic Origins, pg 16, Binford and Mort Pubs, December 1, 1979.

In 1850 the area was made up of large farms, with only a few streets connecting them. Several different (subsequently prominent) families acquired East Portland Land Donation Claim farms after 1850, when the Land Donation Act went into effect. The section of an 1852 survey map to the right shows some of these claims (i.e., Clinton Kelly and Seldon Murray). In addition, the Ladds, Stephens', Waverleighs, Lincoln Kelly and a few others all owned land in East Portland and their farms contributed to Oregon's export economy.

Survey Map, 1852. Oregon/Washington Bureau of Land Management, 1851-52 Cadastral Survey Map.

When John B. Preston completed the Willamette Survey in 1851-1853 (soon after Portland officially became a city), some of his survey lines were chosen to become major street alignments. Division Street, originally known as "Section Line Road" (from 1870 to 1882), was named for a survey section line (see survey map above, the Division Street section line is just below "Seldon Murray's" Claim). The name was changed from Section Line Road to Division Street in 1882, apparently because it was too difficult to write as an address[2]. The map below, also from 1852, shows alignments for historic roads that follow nearly the same alignments as many contemporary ones (Sandy Boulevard, and SE Foster Road, for example).



Historic Portland Roads and Topographical Map, Oregon/Washington Bureau of Land Management, 1851-52.

[2] Ibid.

1860 Population: 2,874

In 1868, the Oregon Central Railroad broke ground at the east end of Division Street for an eastside rail line to the south. By 1883, East Portland had become the western terminus of the Northern Pacific Railroad and boasted a population of 30,000. Bridge construction across the Willamette River began in 1887, both to alleviate ferry traffic capacity problems, and to facilitate eastside housing opportunities for westside workers.

1870 Population: 8,293

1880 Population: 17,577

As a result of the above factors, astonishingly rapid growth occurred in East Portland between the mid-1800s and just past the turn of the century. Portland and East Portland united as one city in 1891. "Streets in both East Portland and Albina, as in Portland, were laid out on the "Philadelphia pattern," numbers paralleling the river and named streets running east-to-west. But many of the names were repeated in those two cities and also in Portland on the West Side." This problem was later corrected in the "Great Renaming" when the city replaced duplicate street names with unique ones[3].

1890 Population: 46,385

1900 Population: 90,426

By 1910, only approximately 60-years from the time the first settlers claimed land in East Portland, nearly all of the Land Donation farms had been subdivided and developed into the neighborhoods and street alignments we see today.

1910 Population: 207,214

A horse drinks from a trough at SE 60th and Division in 1910. (City of Portland, Stanley Parr Office of Archives and Records, 1910 c_60th Ave & Division St [72]_5411-02 b39 f22)

Interestingly, the families on the south side of Division Street subdivided their land into "additions" (Waverleigh's Addition, etc.) before the families on the north side (Ladd's Addition, etc.), which may be the reason for the odd alignment of many of the north-south streets crossing Division. Others speculate this mismatch is due to a survey mistake.

In 1915, the cities of St Johns and Linnton merged with Portland and the population of the resulting city was estimated at around 233,000. However, "the great increase in population from 1891 to 1915 was not due primarily to annexations or mergers—the areas taken into Portland were not densely populated—but to the immense immigration from the East."[4]

1920 Population: 258,288

Zoning

In the early 1900s, the City of Portland regulated development and the location of certain land uses, but did not categorize uses into zones and did not have a map showing where uses were allowed by right. In 1920, voters defeated a zoning ordinance proposed by City Council, and it took a controversy over a grocery store built in Ladd's Addition in 1923 to convince middle class residential property owners that this new idea of zoning

[3] Ibid, pg 18
[4] Ibid, pg 19

might hold benefit for them. Ladd's Addition residents were dismayed at what could be built in their neighborhood once the protective covenants expired, and the conflict over the store worked to convince property owners in other neighborhoods—such as Portland Heights, Irvington, and Eastmoreland—of the value of zoning. Residents of these neighborhoods petitioned the city for zoning and voters approved the new zoning code and map in 1924.

The 1924 zoning code contained just four zones—single-family, multi-family, commercial, and "unrestricted." The commercial zone included most industrial uses, allowing all but the most obnoxious and hazardous uses. From 1924 to 1959, all properties fronting on Division Street were zoned commercial, up to 51st Avenue. In 1959, the City of Portland changed the zoning code substantially to reflect the need for more zones and more detailed regulations. Among other changes, a distinction was made between retail and office "commercial" uses and industrial and manufacturing uses. Along Division, specific portions of the street were zoned for industrial uses and on some parts of the street the zoning was changed to single-dwelling residential.

In 1981, the zoning code and map were again changed. On Division, as on many arterials around Portland, large portions of properties fronting the street were rezoned from commercial to multi-dwelling residential. The purpose behind this large-scale policy shift was to prevent "strip" commercial development and to encourage more housing on streets with good transit access. In 1991, the zoning code and map were revised slightly and that zoning continues today.

While the changes in Portland's zoning code over time have resulted in a code that is more functional and effective, the changes also have created 25 to 30 properties along Division Street that are now considered nonconforming uses. A nonconforming use is a use that is no longer allowed in the zone that is applied to the property. Currently, Portland's zoning code restricts nonconforming uses by strictly limiting expansions and changes of use, a policy which has become a source of concern for the business community along the revitalizing Division corridor.

The Influence of Rail Systems: The Streetcar

The streetcar and railroads played a huge role in the expansion of the City of Portland during the boom years around the turn of the last century. The history of development of the east side's streetcar lines is useful in understanding the current street layout and development pattern of the Division Green Street Main Street Project area. Each of inner East Portland's mixed-use commercial districts, except Hollywood and the Powell corridor, can trace its origin to a streetcar alignment.

While Division Street is not known for being the primary route of any major historic streetcar line (as Belmont and Hawthorne are), streetcars did run down several small sections of Division, as well as cross the street at many key intersections. Streetcar stops have influenced development along the street and it has also long been a major transit route in Portland.

A 1918 map from the front inside cover of Fares, Please! Those Portland Trolley Years by John T. Labbe (1979) shows Portland Railway Light and Power Company streetcar routes crossing Division Street in four places: at Grand Avenue (north-south line); at 11th and 12th streets (the Hawthorne line cut south towards Sellwood here); and at 50th (the Mt. Scott Extension of the Hawthorne line crossed Division here). Tracks also ran down Division from 11th to 13th (the Clinton Street Extension of the Hawthorne line, see picture at right), and from 60th to 61st near the end of the Hawthorne line. In addition, a "foreign electric line (owned by a different company)" ran down Division from 11th to about 21st at this time.

The shadow of overhead electrical lines shows the route of the streetcar down SE Division Street at 11th in 1937. City of Portland, Stanley Parr Office of Archives and Records, 1937_SE Division at 11th_1325.3_8403-03 b2 f9

A Portland Public Works map from 1938 shows the Hawthorne streetcar line (known then as the #18) running from SE 60th to SE 82nd on Division Street, as well as a gas-powered bus line (#26) that began on Hawthorne at 12th and Ladd, ran down Ladd and then out Division to 52nd Ave.

The Emergence of the Automobile

When the automobile made its entrance in the early 1900s, it was viewed as an expensive and unreliable toy. But the technology improved rapidly, and the boom years of the early 1900s led to an increase in automobile usage across the country. Soon after the First World War, the automobile became a regular part of the streetscape.

During the economic boom of the 1920s, the auto moved within financial reach of a wider range of the population and by 1926 Portland had more cars per capita than Chicago or New York[5]. Increased car use exacerbated the problem of Portland's typically dusty—or muddy—streets and added to the pressure for public works efforts that would improve and pave them. In addition, an interesting anecdote about the area is that in 1923 the primary automobile route to get to Mt. Hood from Portland began at SE Hawthorne and 12th streets, went down Ladd Avenue, and then out Division Street (1923 Business Directory "major routes" pull-out map).

Transit and its Struggle for Ridership

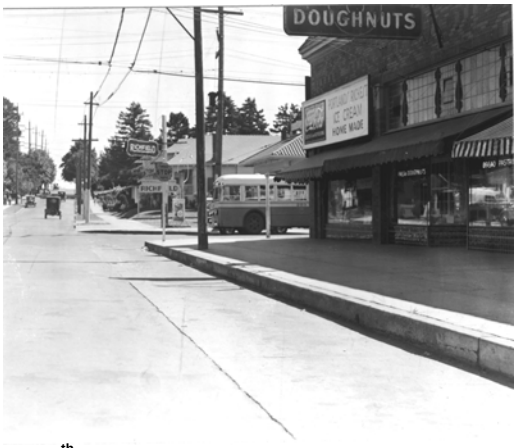
The popularity and accessibility of the automobile caused a slow erosion of support for Portland's streetcar system. By the mid-teens, track mileage had reached its apex. Ridership peaked in 1922 at 14 million rides annually. With more automobiles on the streets, streetcars were seen as an encumbrance; and, since the automobile users tended to be the more affluent and politically connected than streetcar users, popular support for the streetcars began to be questioned.

[5] Portland Online Historical Timeline, http://www.portlandonline.com/index.cfm?c=27408, accessed 1/19/2005

There was also a widespread American belief that the automobile represented the future, and streetcars were a thing of the past. While the public was willing to tax itself to provide a street network for private automobiles, public funding had never been provided for the streetcar system's operation and maintenance.

The poor quality of the existing track and streetcars combined with the large capital expense of repairs to make some lines difficult to maintain. The average street railway company had little capital to expend on such repairs, as fares were mandated to remain at a nickel, and labor costs were rising. The less expensive short-term choice was to replace the low ridership lines with diesel bus service. The gradual erosion of the streetcar system was complete by 1948 when the Mt. Tabor line, the last line in the inner East Portland area, ceased operation.

Several photographs from this time period show the general look and feel of SE Division Street in the late 1930s and 1940s as the area was beginning to transition from the pedestrian/streetcar- oriented development of the turn of the century, towards the automobile-oriented development of the 1950s and 60s:



SE 39th Avenue at Division St. looked much different in 1939 than it does today. City of Portland, Stanley Parr Office of Archives and Records, 1937_39th Ave looking south at Division_1324.4

The same is true for SE 11th and Division in 1937. City of Portland, Stanley Parr Office of Archives and Records, 1937_SE Division at 11th_1325.4_8403-03 b2 f9

The automobile begins to make its mark on SE Division St. City of Portland, Stanley Parr Office of Archives and Records, 1939 ca_looking E on SE Division_1324.2_8403-03

Today we can still see some of these buildings on Division Street. City of Portland, Stanley Parr Office of Archives and Records, 1939 ca_looking W on SE Division_1324.1_8403-03 b5 f1

SE Division Street at 17th is still largely residential as it was in 1939. City of Portland, Stanley Parr Office of Archives and Records, 1939_SE Division at 17th_1355.1_8403-03 b4 f16

Another fascinating look into Division Street's past, 1944. City of Portland, Stanley Parr Office of Archives and Records, 1944 May 2_SE Division & SE 40th_proj 37_A2000-025 b10

The diesel bus system that replaced the rail lines fared no better, and by the middle 1960s, was near financial ruin. Political will was mustered at the state level to authorize the creation of the Tri-County Metropolitan Transportation District (Tri-Met) and to enable a stable funding source (the employer excise tax).

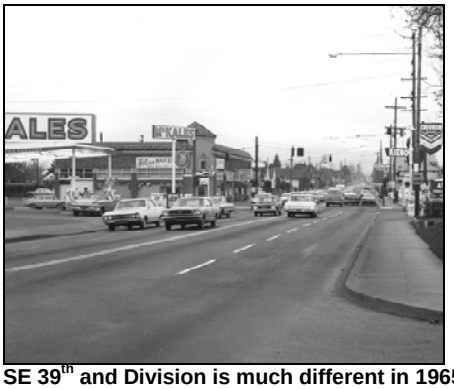
Local Impacts of National Policies

As the United States returned to a civilian economy in the late 1940s, transportation attention was given primarily to automobiles and their needs. Streets were widened. Parking lots were built and expanded.

The Portland Planning Commission adopted a policy of major freeway and expressway expansion in the 1950s, which is reflected in the Metropolitan Planning Commission

Proposed Trafficways map of 1960. The effects of these policies on the character of SE Division Street can be seen in the pictures below from the 1950s and 1960s:

SE Division Street in 1959. City of Portland, Stanley Parr Office of Archives and Records, 1959 Sep 29_SE Division_8800-01 b1 f76



SE 39th and Division is much different in 1965 than it was in 1937. City of Portland, Stanley Parr Office of Archives and Records, 1965 Feb 23_39th Ave looking north toward Division_8403-03

SE Division at 42nd Street in 1968 is much changed from 1939 as well. City of Portland, Stanley Parr Office of Archives and Records, 1968 Apr 29_SE Division and 42nd_5400-02 b90 f86-4

Another view of SE Division at 42nd in 1968. City of Portland, Stanley Parr Office of Archives and Records, 1968 Apr 29_SE Division and 42nd_5400-02 b90 f86-4

Freeways built in this period include east-west Interstate 84, which was the first freeway project completed in Portland (built in 1958), and the north-south freeway, Interstate 5, which was built in 1966. In addition, the alignment for Interstate 205 was chosen in the 1960s to run north-south along Ninety-sixth Avenue.

The Mt. Hood Freeway

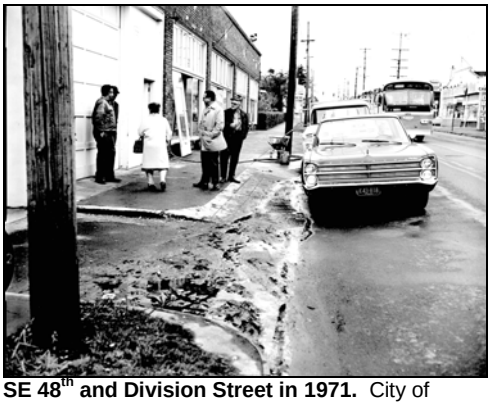
Following completion of Interstate 5 and route selection for Interstate 205, the next freeway selected for construction was the Mt. Hood Freeway. This freeway was to run east from the Marquam Bridge to Interstate 205. As shown in the schematic drawing to the right, the right of way would have displaced development on all blocks between Division

The proposed alignment of the Mt Hood Freeway, looking east with Mt Hood in the background. Skidmore, Owings & Merrill, I-80 N environmental study, freeway design.alternatives. Skidmore, Owings & Merrill, 1973

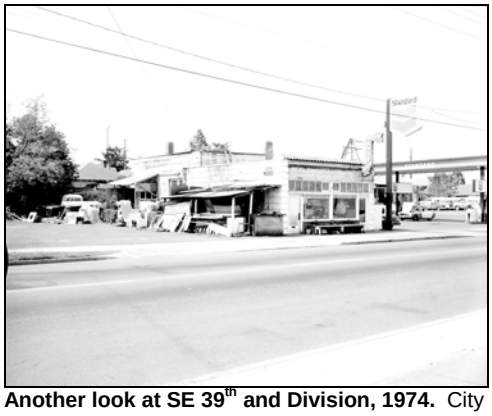
and Clinton Streets west of about Fiftieth Avenue. It would have also replaced all of Powell Boulevard East of Fiftieth Avenue. Streets adjacent to the alignment were to be made into couplets. Early transportation modeling indicated that the freeway would be nearly at capacity on opening day. While it was predicted to decrease through traffic on parallel arterial routes, it was expected to dramatically increase north-south travel to and from the freeway.

Portland residents had just recently witnessed the disruption of the South Auditorium Renewal District and the construction of the Minnesota Freeway (Interstate 5 through North Portland). The Mt. Hood Freeway alignment was projected to remove approximately one percent of the city's housing stock and to disrupt local commercial business districts. Properties were purchased in the early 1970s, and planning was initiated, which aroused a furious reaction from inner southeast neighborhoods. These neighborhoods perceived that the freeway would negatively impact everyone except the suburban travelers who would use the route. To quiet some of these concerns, freeway proponents designed a transitway in the center of the proposed freeway. Opposition to the project, however, increased, and it was eventually tabled.

Below are a few more photographs of SE Division Street in the 1970s, during the time of the Mt Hood Freeway controversy:



SE 48th and Division Street in 1971. City of Portland, Stanley Parr Office of Archives and Records,1971 Apr 16_4815 SE Division_5400-02 b25 f236



Another look at SE 39th and Division, 1974. City of Portland, Stanley Parr Office of Archives and Records, 1974 May 22_3932 SE Division_5400-02 b7 f48-1

Results of the Mt. Hood Freeway No-Build Decision

The Mt. Hood Freeway controversy resulted in several outcomes visible in Portland today. The outcry over the freeway proposal and planning process galvanized and united an active citizen base, which has held together over many years.

The MAX (for Metro Area Express) light rail system was financed by the pool of federal money set aside for the Mt. Hood Freeway project (the Interstate Transfer Funds). Other projects financed from these funds have included the upgrade of the Banfield Freeway (I-84), Powell Boulevard improvements (especially east of Southeast Fifty-second), and the Hollywood transportation strategies of the early 1980s. Other changes that were influenced by the Mt. Hood Freeway effort included transit service improvements and the

creation of a bicycle network. Southeast Ankeny, Salmon, Lincoln-Harrison, Clinton Streets and Southeast Twenty-sixth Avenue became bicycle routes through a planning process that was partially funded from the unused Interstate Transfer Funds.

The Mt. Hood Freeway controversy has shaped the community along Division Street and the rest of Portland in many profound ways. This event in Portland's history abruptly stemmed the tide of massive automobile-oriented development and turned the city towards the more multi-modal approach in use today (see Portland's Transportation System Plan).

The city of Portland now fosters transit, pedestrian-friendly communities, and bicycle pathways in order to reduce vehicle miles traveled, rather than simply building more and more freeways as was the norm until the 1970s. The strong political activism in Southeast Portland resulting from the Mt Hood Freeway Plan is still strong today.

Division Corridor Neighborhood Traffic Management Study (1986 – 1988) City of Portland, Office of Transportation

After the withdrawal of the Mt Hood Freeway, a new transportation concept was needed to serve southeast Portland. In addition to constructing MAX, the Multnomah County Commission recommended that part of the funds for the freeway be diverted to restore the vitality of the southeast Portland and East County neighborhoods that would have been impacted by the Division-Powell freeway route. Part of this restoration involved the construction of a street classification system for the city as a whole.

Since the 1970s, the City of Portland has refined this street classification system, which helps the city to prioritize street improvement projects and to coordinate multi-modal development. In 1976 Division Street was classified as a "Major City Transit Street," a "Neighborhood Collector," and a "Pedestrian Path." In addition, Powell, SE 39th, SE 52nd, and SE 82nd were all known as "Major City Traffic Streets."

In 1977, the City adopted an Arterial Streets Classification Policy (ASCP) that included concepts for improving each district of the city to provide a balanced transportation system. In 1977, the city added SE 11th and SE 12th to its list of "Major City Traffic Streets." In 1983, all of the previous classifications remained the same along Division Street, except that the street was now considered a "Bicycle Route" from SE 52nd to SE 76th. In 1992 Division added "Minor Truck Street" to its list of classifications. In 1996, Portland extended Division Street's "Bicycle Route" out to I-205 and renamed the "Pedestrian Path" classification to "City Walkway," however the meaning of this term remained unchanged. These classifications are still the same today.

The policy objectives established by City Council in 1977 for the Southeast District, and reaffirmed in the 1983 update, were based upon a concept of diverting non-local traffic around the Southeast District on the (at then) new bypass routes of I-205, I-84, McLoughlin Boulevard, and Highway 224-212 in Milwaukie. Powell Boulevard and 39th Avenue were also improved to provide additional capacity for growth in traffic demand.

The policy objective to correct traffic problems on local and collector streets in the Southeast District was:

> Peak period, through traffic within the Southeast District should be reduced on Lincoln/Harrison, Clinton, Steele, and Stark/Thorburne, and stabilized on Woodstock, Holgate, Division, Hawthorne, Belmont/Morrison, and Burnside to protect existing neighborhood activity and character.

Some time in the 1970's, the Hosford-Abernethy and Richmond Neighborhood Associations petitioned the City for traffic controls on local streets within the Division Corridor. A large number of other requests were received in that time period relating to traffic on Ladd, the need for safer pedestrian facilities including sidewalks and crossings, reducing traffic on local streets, controlling speeds, the need for stop signs, and allowing more on-street parking on Clinton.

In 1985, the City Council selected the Division Corridor for funding of a study to evaluate traffic problems and prepare a plan for Council consideration. The Division Corridor Neighborhood Traffic Management Study, initiated by the City's Transportation Bureau on April 21, 1986, was intended to recommend strategies and projects to reduce the increased commuter traffic on its arterial streets. The corridor was defined as the portion of southeast Portland that is bound by Lincoln and Harrison Streets on the north, Clinton Street on the south, 11th Avenue on the west, and 60th on the east.

A plan that included six "traffic management program alternatives" was written. Each of these alternatives was intended to address the traffic problems in the corridor as established by the study. The alternatives were:

1. Do nothing (intended for purposes of comparison).
2. Install traffic circles on Lincoln/Harrison (10 between 20th and 60th) and on Clinton (11 between 12th and 50th).
3. Install median barriers on Ladd at Clay, on 20th at Harrison, on 17th at Clinton, on 39th at Lincoln and at Clinton, on 50th at Clinton, and on 60th at Lincoln; remove signals at 39th/Lincoln and 39th/Clinton, and remove stop on 20th at Harrison
4. Combine alternatives 2 and 3.
5. Provide a single lane in each direction on Division from 60th to 82nd; convert existing outside travel lanes to parking lanes.
6. Combine Alternatives 3 and 5.

A supplemental report was submitted in January of 1988 following a City Council hearing. Many people testified for and against the Division Corridor Project. A summary of the recommended additions and changes were:

- Curb extensions and traffic circles on Lincoln/Harrison and Clinton.
- Modify intersections on Ladd, Division, Harrison, Lincoln, and Clinton.

- Change signal timing at 20th, Ladd and Division and add curb extensions between Ladd and 20th Avenue.
- Eliminate the proposed median barrier at 50th and Clinton. Add a traffic circle on Clinton at 47th Avenue.
- Add a traffic warning sign and light near 39th Avenue and Clinton to alert northbound drivers of the upcoming traffic signal. Add programmed signal heads on the Division signal so that it cannot be seen until the driver has crossed Clinton Street.
- Start a public review process to consider a mandatory right turn from 30th Avenue southbound to Harrison westbound. An alternative semi diverter on 30th Avenue was also to be considered.
- A letter to the State Speed Control Board was sent to request that traffic speed zones on Lincoln, Clinton, and Harrison be reduced to 25 miles per hour.
- Investigate a pedestrian crossing at 36th and Powell. The Bureau of Traffic Management was to investigate the crosswalk and prepare a report and recommendation for City Council.

After three years of study and public comment, the Council approved a six-month test of the project. The adopted design was tested starting in mid-July 1988. During the test period the Office of Transportation staff made several changes as a result of public comments, and/or problems created by the traffic management devices. The test evaluation committee recommended additional changes and five alternatives were considered. Permanent changes were installed based on the test evaluation and recommendations of the committee.

Conclusions

The physical character of the Division Green Street Main Street area has changed tremendously over time: beginning with the more pedestrian and streetcar-oriented commercial street of the turn of the century, and ending with the somewhat mixed, yet mostly automobile-oriented, residential and commercial corridor we see today. These changes are due to both land use and transportation decisions at all levels, from grass-roots activism to city policy.

More specifically, several of the factors that induced these changes include: the enormous growth of Portland's population from the 1850s through 1910; changing zoning policies over time; the effects of the automobile era of the 1950s and 60s; the controversy of the Mt Hood Freeway; and traffic calming along parallel routes in the late 1980s. The Division Green Street Main Street Project follows this legacy of change in SE Portland, however, in some ways it brings the area around full-circle to the turn of the last century on Division Street by attempting to balance the needs of drivers with pedestrian and transit-oriented policies.

October 5, 2004

Planning and Policy Technical Memo

Introduction

The Division Green Street/Main Street project is a collaborative effort between the City of Portland and the community to improve the livability and economic vitality of the SE Division Street corridor over the next 20 years. Focusing on the area between SE 11th and SE 60th, the project will develop policies and strategies to create a pedestrian-friendly commercial district that reflects and reinforces community values, including a focus on sustainable and "green" development.

This technical memo is an inventory and review of public policies, plans, and previous studies relevant to the Division study area. It is a supplement to the large format base maps prepared for review by the Community Working Group and Technical Advisory Group.

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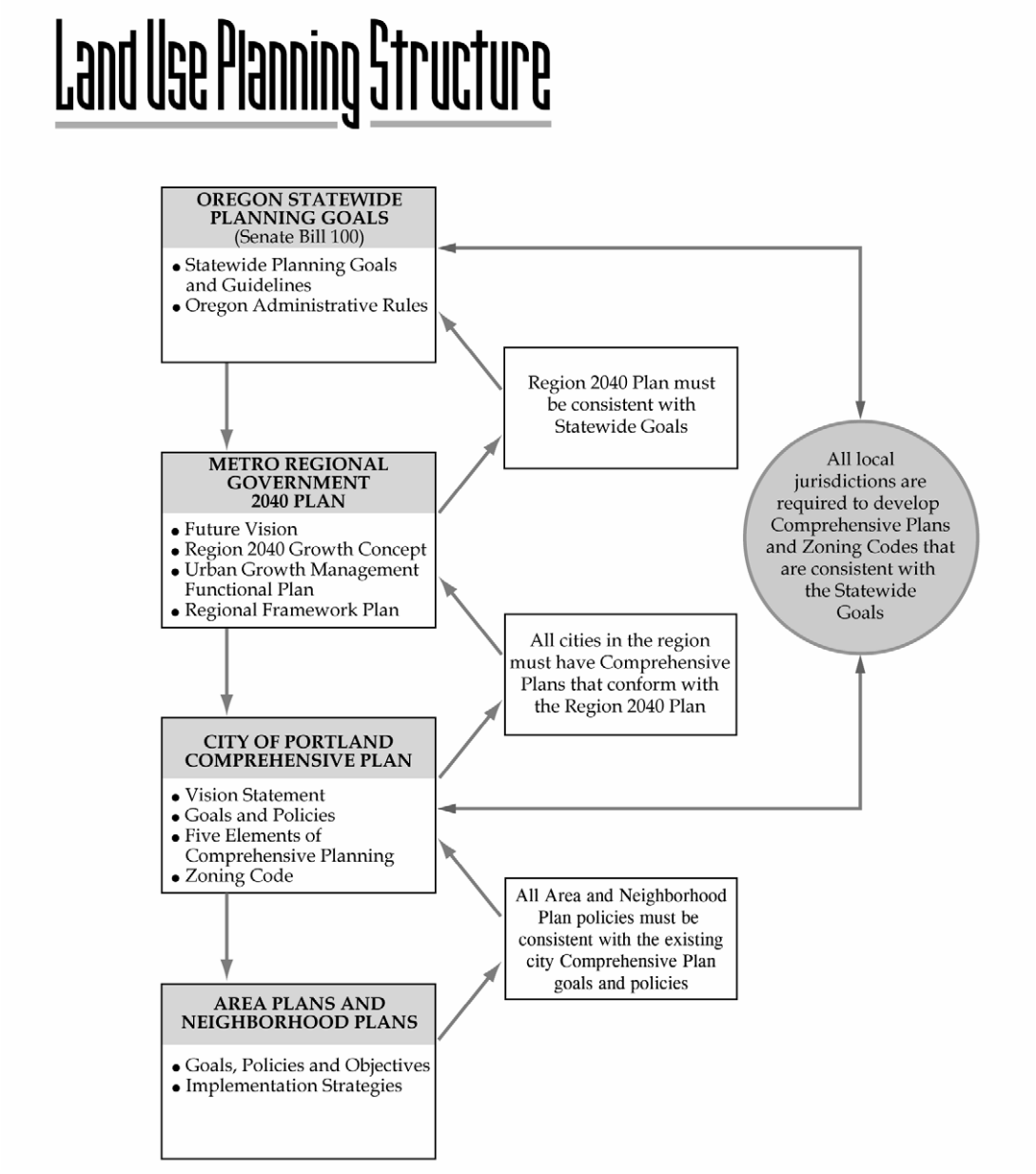
Policy Framework

A planning policy framework will guide the development of the Division Green Street/Main Street project. This framework can be thought of as a hierarchy in which plans for smaller jurisdictions or geographic areas must comply with those for larger jurisdictions. Planning for the Division area must be consistent with the City of Portland's adopted plans and policies, which must be consistent with regional plans and policies, which in turn must be consistent with state goals and related regulations. Below is a graphic depicting the structure and hierarchy of planning that will guide the Division Green Street/Main Street project.



Oregon Statewide Planning Goals and Rules

Through Senate Bill 100, the 1973 Oregon Legislative Assembly established the system currently in place for regulating land use in the state of Oregon. The Senate Bill enacted Chapter 197 of the *Oregon Revised Statutes (ORS)*, which requires each city and county in Oregon to adopt and maintain comprehensive plans and land use regulations that meet state standards. (The ORS have been amended by several subsequent legislatures.) The legislature delegated the authority to establish the state standards to the Oregon Land Conservation and Development Commission (LCDC). This commission adopted standards called the *Statewide Planning Goals***.**

Oregon's Statewide Planning Goals

Oregon's Statewide Planning Goals constitute the framework for a statewide land use planning program. There are nineteen of these goals, incorporating state policies on land use, resource management, economic development, and citizen involvement.

There are four broad categories of goals, within which specific topics are addressed. The first group deals with the planning process, and contains Goal 1, Citizen Involvement and Goal 2, Land Use Planning. A second group, the conservation goals (3 – 8, 13,15), covers topics such as farmlands, forestlands, and natural resources. The third group is made up of goals that relate to development (e.g., Housing, Transportation, and Public Facilities and Services); this includes Goals 9 – 12 and 14. The fourth group containing Goals 16 – 19, relates to coastal resources.

Goals 1 and 2, and 5 through 15, apply to the City of Portland; the others apply to other geographic areas. Some of these goals are further explained by the administrative rules found in Division 14 of *Oregon Administrative Rules (OAR),* which is published by the Secretary of State.

Oregon's Statewide Planning Goals are achieved through local planning. State law requires each city and county to have a comprehensive plan and the zoning and land division ordinances needed to put that plan into effect.

Locally adopted comprehensive plans must be consistent with the statewide planning goals. The state's Land Conservation and Development Commission (LCDC) reviews plans for such consistency. When LCDC officially approves ("acknowledges") a local government's plan, it becomes the controlling document for land use in that area.

State law specifies that special districts and state agencies must conform to the same statewide planning laws that cities and counties must comply with. Further, special districts and state agencies are required to carry out their programs in accordance with acknowledged local plans. Oregon's planning laws strongly emphasize coordination of planning. A city's plan, for example, must be

consistent with the related county plan, and vice versa. The programs of special districts and state agencies must be coordinated with local plans.

Comprehensive plans provide overall guidance for an area's land use, economic development, and resource management. Each plan contains two main components:

- A body of data and information called the inventory or background report, describing a community's resources and features. This must address all of the topics specified in the applicable statewide goals.
- The policy element that describes the community's long range objectives and the intended means to achieve them. The policy element of each community's plan is adopted by ordinance and has legal authority.

Local plans evolve as a result of two processes: plan amendment and periodic review. Plan amendments are map or text changes that occur as needed; they usually deal only with portions of a plan, specific geographic areas, or are based on special topics such as transportation studies. Periodic reviews are broad evaluations of an entire plan that occur every five to seven years. A plan may be modified extensively after such a review; Portland received final plan acknowledgement in 2000.

Local planning efforts such as the Division Green Street/Main Street project are generally accompanied by a set of implementing measures; the two most common being zoning and land division ordinances. These are land use controls that every city and county in Oregon has adopted and periodically revises to help carry out plans and policies. The Division Green Street/Main Street project may update Portland's *Comprehensive Plan*, and may result in changes to the Zoning Code text and map for the plan area.

State Transportation Planning Rule (TPR)

The *Transportation Planning Rule* (TPR) expands on State Goal 12, Transportation, by providing a framework for local actions to implement a more balanced approach in determining the need, financing, and use of transportation facilities. It is intended to foster the development of land use and transportation patterns that will:

- Reduce the number of vehicle miles traveled per capita;
- Reduce overall reliance on the automobile;
- Support types of development that are less auto-dependent; and
- Encourage alternative modes of travel.

The *Transportation Planning Rule* mandates several steps by which local jurisdictions can reduce reliance on automobiles. The TPR sets a high standard for success, targeting vehicle miles traveled, an indicator of urban congestion and air pollution, for a per capita reduction of 10 percent over 20 years, and a five percent additional reduction over 30 years.

To make this possible, the rule seeks a more formal connection between land use and transportation planning. Local jurisdictions are required to produce a *Transportation System Plan* (TSP) that provides a balanced multi-modal transportation system and determines the long range allocation of transportation resources in ways that benefit the desired transportation and land use outcomes.

Areas that are addressed within the framework of Portland's TSP:

- Expanding the City's multimodal transportation by providing transportation choices;
- Implementing the region's 2040 Growth Concept; and
- Maintaining and improving the transportation system in an environmentally sustainable way.

The regional outgrowth of TPR implementation is likely to be seen in the form and style of future development. It will affect the current suburban development pattern most dramatically, by fostering a more efficient pattern of land use that offers more choices for accessibility, increased connections within and between neighborhoods, and a better mixing of uses closer to residences and workplaces.

Metropolitan Housing Rule

The purpose of this rule is to assure the provision of adequate numbers of housing units and the efficient use of land within the Metropolitan Portland (Metro) urban growth boundary (UGB). It is also designed to provide greater certainty in the development process, which can lead to reduced housing costs.

The Land Conservation and Development Commission (LCDC) created this administrative rule to further specify the requirements of Statewide Planning Goal 10, Housing. The rule sets housing density and affordability targets as well as the ways local jurisdictions are required to implement them through the comprehensive planning process.

- Designate sufficient buildable land to provide the opportunity for at least 50 percent of new residential units to be attached single family housing or multiple family housing, or justify an alternative percentage based on changing circumstances;
- Consider the needs for manufactured housing and government assisted housing within the UGB in arriving at an allocation of housing types; and
- Provide for an overall density of ten or more dwelling units per net buildable acre.

Regional Policies and Regulations

Metro is the directly elected regional government for the urbanized portions of Clackamas, Multnomah, and Washington Counties. In addition to maintaining

numerous regional facilities, including the Oregon Zoo and solid waste facilities, Metro is responsible for managing regional growth through land use and transportation planning. Metro determines the location of the Urban Growth Boundary surrounding the Portland metropolitan area, as well as when and by how much this boundary will expand.

Following two years of discussion with local jurisdictions and citizens, Metro adopted a set of *Regional Urban Growth Goals and Objectives* (RUGGOs) in 1995. These outline the planning process and fundamental values that will guide the region as it grows. As part of the RUGGOs, Metro adopted the *Region 2040 Growth Concept*. Developed in cooperation with local jurisdictions, the *Growth Concept* designates particular areas in the region where additional population and development will be focused in order to accommodate future growth. Metro's *Regional Transportation Plan* (RTP) works in conjunction with the *Growth Concept*, to plan for the multi-modal transportation needs of the designated areas for additional development.

The *2040 Functional Plan* and *2040 Framework Plan* were adopted in 1996 and 1997, respectively. These plans provide local governments with a comprehensive policy basis for growth management issues, and direct local governments to implement specific standards for achieving growth management objectives.

Regional Urban Growth Goals and Objectives (RUGGOs)

The *RUGGOs* are the building blocks with which local governments, citizens, the business community, and others can develop a shared view of the region. They are not directly applicable to local plans and local land-use decisions; however, they are the goals that underlie all plans developed within the region. The *RUGGOs* are intended to:

- Guide efforts to maintain and enhance the ecological integrity, economic viability, social equity and overall quality of life in the region;
- Respond to the direction given to Metro by the legislature, through ORS 268.380, to develop land use goals and objectives for the region that would replace those adopted by Metro's predecessor, the Columbia Region Association of Governments (CRAG);
- Provide a policy for the development of the elements of Metro's *Regional Framework Plan* and its implementation of individual functional plans; and
- Provide a process for coordinating planning in the metropolitan area to maintain livability.

Region 2040 Growth Concept

The *Region 2040 Growth Concept*, adopted by the Metro Council in December 1994, establishes a general policy direction for managing growth in the region through the year 2040. It served as a guide for developing Metro's regional *2040 Framework Plan*. The *Growth Concept* indicates the preferred form of regional

growth and development, what densities should characterize different areas, how to protect open spaces and natural resources, and how to maintain air and water quality. Its basic philosophy is: preserve access to nature, conserve valuable resource lands by minimizing expansion of the UGB, and build better communities in already urbanized areas for current and future residents. Fundamental to the *Growth Concept* is a multi-modal transportation system that provides a range of travel mode options and assures mobility of people and goods throughout the region.

The *Region 2040 Growth Concept* is designed to accommodate an estimated 720,000 additional residents, a third of whom will be born in the region, and 350,000 additional jobs within the current Urban Growth Boundary (UGB). Portland's share of these allocation targets are 70,704, and 158,503 respectively. To accommodate this future growth, Metro, along with the cities and counties in the region, jointly designated a number of mixed-use development areas that correspond to mapped region-wide "Design Types" (e.g. Town Centers and Main Streets). "Design Types" are identified in the Growth Concept and are intended to implement the objectives of Goals I and II of the *RUGGOs*.

- *Town Centers* are envisioned as areas with concentrations of employment and housing that provide access to a variety of goods and services. Town Centers are the smallest of the Design Type "Centers" and serve thousands of people. These are walkable areas, with mixed residential and commercial land uses and frequent transit service. They are intended to provide shopping and employment opportunities within a local market area.
- *Main Streets* are envisioned as mixed-use corridors that provide neighborhood shopping with residential and some commercial and office uses along a street or at intersections. Main Streets are walkable areas with frequent transit service.

Region 2040 Framework Plan

The Region 2040 Framework Plan was adopted in December 1997; it implements the *Regional Urban Growth Goals and Objectives* including the adopted *Region 2040 Growth Concept*. The *Regional Framework Plan* gives local jurisdictions the land use planning tools they need to manage growth. This plan, mandated by the voter-approved 1992 Metro Charter, carries legal authority. It contains region-wide policies on land use, transportation, housing, parks and green spaces, water, and natural hazards. Provisions of the *Regional Framework Plan* require changes in local comprehensive plans to meet these policies.

Urban Growth Management Functional Plan

The *Urban Growth Management Functional Plan (UGMFP)* was created to allow early implementation of the *Region 2040 Growth Concept*. It establishes specific actions local governments must take to adhere to regional growth management

policies; it contains eleven Titles on functional planning areas that must be addressed. Among other things, the *UGMFP* requires local governments to change, if necessary, their policies and ordinances to:

- Apply minimum density standards for residential zones, allow accessory dwelling units, and establish 2040 "Design Type" Boundaries (Title 1);
- Meet or exceed standards for parking minimums and maximums (Title 2);
- Demonstrate compliance with water quality standards and stream protection (Title 3); and
- Prohibit large-scale retail uses in most employment and industrial areas (Title 4).

The UGMFP requirements also include:

- Increasing interconnections in the local transportation system to reduce congestion and make walking or biking for short trips more feasible;
- Establishing transportation mode use targets;
- Identifying where level of service traffic congestion measures may be used;
- Specifying congestion management actions which must be considered and implemented prior to increasing roadway capacity; and
- Promoting boulevard design standards (Title 6).

Regional Transportation Plan

The *Regional Transportation Plan* (RTP) is a 20-year blueprint to ensure our ability to travel throughout the region as it grows. The RTP establishes transportation policies for all forms of travel: motor vehicle, transit, pedestrian, bicycle and freight. And it includes specific objectives, strategies and projects to guide local and regional implementation of each policy. The RTP also comes with cost estimates and funding strategies to meet these costs. Federal and state transportation dollars are allocated according to priorities set in the RTP. The plan was first adopted by the Metro Council in 1983, and is updated periodically to reflect changing conditions. The most recent update of the RTP was completed in 2000.

City of Portland Goals and Policies

The City of Portland has planning regulations in place to support and implement state and regional objectives.

Portland's Comprehensive Plan

In 1980, the Portland City Council adopted its *Comprehensive Plan* for the city, including goals, policies, objectives and a plan map, to guide the city's future development and redevelopment over a 20-year period. The *Comprehensive Plan* is intended to be dynamic: able to inspire, guide, and direct growth in the city, while also responding to change through amendment and refinement. Since adoption, the goals, policies, and objectives of the plan have been amended in response to new circumstances, special studies, new technology, and changes in state, regional and local plans and mandates. The Division Green Street/Main

Street project may ultimately result in updates to the *Comprehensive Plan* text and *Comprehensive Plan* map.

Portland Future Focus

Portland Future Focus is a community-based strategic plan that was adopted by City Council resolution in August 1991. The plan focuses on Portland's quality of life and position in the region with respect to key issues such as education and the economy. The plan describes trends impacting the city, sets preferred and probable futures for Portland in the year 2000, and sets strategic goals for achieving the preferred future. The plan includes action plans designed to implement the strategic goals citywide. One of the action plans looks to manage regional growth to provide effective public services at the lowest responsible cost, to improve environmental quality, and to enhance the quality of life. This action plan sets a target for Portland to absorb 20 percent of the region's growth.

Livable City Project

The Planning Bureau's Livable City Project developed principles that suggest how the city might accommodate additional development while preserving the neighborhood livability. *Growing Better: A Report to the Planning Commission on Phase I of the Livable City Project (1993)* provides information on the concepts, principles and implementation strategies. *Growing Better* also contains an analysis of trends for growth and development in Portland over the next twenty years; this effort was intended to become the city's overall growth management strategy to address the Region 2040 Growth Concept.

Citizens, planners and others can identify local development opportunities based on the growth concepts. Two of the proposed Livable City development principles, relating to the Divison Green Street/Main Street project, are described below.

- *Main Streets***.** This principle encourages higher density mixed-use development along arterials, with a minimum impact on nearby neighborhoods. It can help accommodate the increasing demand for multifamily rental housing, and maximize access to public transit. It also can encourage development of local retail and preserve the livability of existing neighborhoods.
- *Designed Infill and Opportunity Sites*. These concepts include provisions for increasing the number of residential units in residential zones while preserving the character of these areas; encouraging smaller infill development at opportunity sites in areas with good transit service; and encouraging mixed use pedestrian-friendly development including housing, employment, commercial and other service uses. Carefully designed infill development at key opportunity sites can be compatible with existing neighborhoods, and actually enhance them.

Countywide Housing Affordability Consolidated Plan

Housing prices are on the rise in the Portland region due to a strong economy, increased migration into the area, and a decrease in the number of houses on the market. Regional incomes have not kept up with housing prices; an individual earning median income in the city of Portland can no longer afford a median priced house. This situation is particularly daunting for lower income people who may be unable to find affordable housing without financial assistance.

The *Comprehensive Housing Affordability Strategy (CHAS)*, and its successor the *Portland, Gresham, Multnomah County Consolidated Plan, 2000 -2005,* include strategies for increasing affordable housing opportunities within Multnomah County. These reports assess the housing needs of the participant jurisdictions and present strategies for meeting these housing needs through targeting federal, local, nonprofit, and private sector programs and resources. Portland's Bureau of Housing and Community Development is the lead agency in the inter-jurisdictional partnership that worked to create the CHAS, and the subsequent Consolidated Plan.

The Bureau of Planning is implementing the goals of the Consolidated Plan. While the plan assumes that public subsidy will be needed to ensure affordable housing for some, it emphasizes the role of regulation in creating opportunities for the market to help meet the need for affordable housing in the region. The Consolidated Plan calls for increasing housing densities and providing for alternative forms of housing that could be affordable to people earning a range of incomes.

River Renaissance

This comprehensive new approach to river health combines a shared vision and strategy to integrate the natural, recreational, urban and economic roles that make the Willamette River vital to Portland and the region. River Renaissance was created to optimize city efforts, forge public-private partnerships, leverage resources, and mobilize the community to revitalize the river. It is intended to link many independent city programs, plans and services. As a first step toward developing an integrated citywide approach, a number of projects are underway designed to broaden a common understanding for the city's natural resource system:

- a citywide program to respond to the Endangered Species Act and the Superfund listings;
- the Willamette Greenway Plan;
- the Healthy Streams project; and
- four watershed studies being conducted by the Bureau of Environmental Services.

City of Portland Transportation System Plan

Portland's Transportation System Plan (TSP) is a "comprehensive 20-year plan for transportation improvements in Portland. Its goal is to provide transportation choices for residents, employees, visitors, and firms doing business in Portland," and was developed to help the city maintain its "natural environment, economic prosperity, and overall quality of life."

The TSP coordinates local policies and projects with each other and must also remain consistent with policies and projects outlined in Metro's RTP. These links are developed and maintained in the spirit of the Region's 2040 Growth Concept, "which calls for maintaining thriving communities and a healthy economy while containing urban sprawl." In order to do this, the city coordinates long-term regional growth and development by clustering growth in some areas, developing "appropriate densities for various land uses," and by protecting open space.

"The TSP helps implement the region's 2040 Growth Concept by supporting a transportation system that makes it more convenient for people to walk, bicycle, use transit, and drive less to meet their daily needs. The TSP also recognizes that the transportation system must sustain the City's economic health by accommodating the needs of businesses and supporting Portland's role in the international economy. The TSP meets State and regional planning requirements and addresses local transportation needs for cost-effective road, transit, freight, bicycle, and pedestrian improvements."

TSP Policies: Goal 6, Transportation

The following policies address Goal 6 of the State of Oregon's Transportation Planning Rule (TPR), which states that jurisdictions should: "Develop a balanced, equitable, and efficient transportation system that provides a range of transportation choices; reinforces the livability of neighborhoods; supports a strong and diverse economy; reduces air, noise, and water pollution; and lessens reliance on the automobile while maintaining accessibility."

Coordination and Involvement

The first group of policies in the TSP is labeled "Coordination and Involvement Policies." The first policy in this group, 6.1, "Coordination," seeks to ensure coordination between affected government agencies, including state, federal, and local, as well as special districts and providers of transportation services "when planning for and funding transportation facilities and services."

The Division Transportation Growth Management (TGM) process is one example of how PDOT will coordinate with other jurisdictions during the Division Green Street Main Street Project (the TGM grant is awarded by the Oregon Department of Transportation). In addition, the development of a Technical Advisory Group

(TAG) made up of professionals and experts in the field to give advice on the developing plan also supports this policy.

The second policy is 6.2, "Public Involvement." This policy upholds state law that requires the public to be involved in the process of planning. Policy 6.2 requires each project to: "Carry out a public involvement process that provides information about transportation issues, projects, and processes to citizens, businesses and other stakeholders, especially those traditionally underserved by transportation services, and that solicits and considers feedback when making decisions about transportation."

Policy 6.2 is the impetus for nurturing a Community Working Group for the Division Green Street/Main Street Project that will represent as many diverse community interests as possible throughout the planning process. In addition, PDOT and the Bureau of Planning will lead a series of neighborhood walks to inform citizens about the project and learn the concerns of a broader audience than the CWG will provide.

The Division neighborhood walks will also support Policy 6.3, "Transportation Education," which states that the City must "implement educational programs that support a range of transportation choices and emphasize safety for all modes of travel."

Transportation Function Policies

The second group of policies includes the "Transportation Function Policies." These policies seek to coordinate the most efficient and effective use of the transportation system for all users. The first policy, 6.12, "Regional and City Travel Patterns" outlines a classification system labeling all the streets in the system. The City of Portland, Metro, and the State of Oregon have all developed street classification systems that aim to facilitate optimal movement of vehicles (trucks and cars), bicycles, and pedestrians, both locally and regionally.

For example, these classifications direct freight delivery to use "Major Truck Streets" instead of "Local Service Traffic Streets," thus ideally keeping large trucks from driving on small neighborhood streets and disturbing residents. Conversely, this classification helps to ensure that trucks move with ease and don't get stuck on tiny streets by accident. Local and Regional classifications are outlined (in Ryan's Section), specifying classifications of all major streets in the Division Green Street Main Street project area.

The intention of policy 6.13, "Traffic Calming" is to help ensure a safe space for all users in areas where many pedestrians and bicycles share the street with other vehicles. "Traffic Calming" devices slow traffic to maintain the safety of drivers as well as pedestrians and bicyclists. Specifically, this policy asks that Traffic Calming should be used in order to: "manage traffic on Neighborhood Collectors and Local Service Traffic Streets, along main streets, and in centers consistent with their street classifications, classification descriptions, and desired land uses."

In order to maintain a safe neighborhood environment the City must also address the need for emergency vehicles to access any given location quickly, easily, and safely. This is why policy 6.14, "Emergency Response," is so important. It states simply that the City must "provide a network of emergency response streets that facilitates prompt response to emergencies."

At times, the City must prioritize street improvements. Policies "6.15, Transportation System Management," and "6.16, Access Management" give prescriptions for how to organize this prioritization. 6.15 states that the City must "give preference to transportation improvements that use existing roadway capacity efficiently and improve the safety of the system." 6.16 asks the City to "promote an efficient and safe street system, and provide adequate accessibility to planned land uses." For example, ensuring accessibility can include providing curb cuts for driveways, safe and connected sidewalks, or adequate bikeways.

Land Use and Transportation Policies

The next group of policies support the partnership between land use and transportation because changes concerning one will affect the other. Policy "6.17, Coordinate Land Use and Transportation," asks that the City implement Metro's 2040 Growth Concept by nurturing this partnership. The policy states that this should be done "through long-range transportation and land use planning and the development of efficient and effective transportation projects and programs."

This policy (6.17) is especially relevant to the Division Green Street Main Street Project as it is simultaneously a transportation and a land use project. The Bureau of Planning and the Portland Office of Transportation have partnered to coordinate land use and transportation changes to Division Street so that it will uphold the 2040 Growth Concept.

Policy 6.18, "Adequacy of Transportation Facilities," states that the City must "ensure that amendments to…zone changes, conditional uses…and land use regulations that change allowed land uses are consistent with the identified function and capacity of, and adopted performance measures for, affected transportation facilities." The Division GSMS project may end up altering zoning in the area, and any resulting changes will need to be consistent with the above concerns.

It is most efficient to provide public transit in areas where the most people can utilize it, therefore, in support of the 2040 Growth Concept, it makes sense to increase the amount of people living and working in areas near transit facilities. Policy 6.19, "Transit-Oriented Development," asks that we do this by reinforcing "the link between transit and land use by encouraging transit-oriented development and supporting increased residential and employment densities along transit streets…and at other major activity centers."

Providing safe and appealing connections between facilities, commercial opportunities, and services is one way to improve access. Policy 6.20 "Connectivity" requires transportation projects to "support development of an interconnected, multimodal transportation system to serve mixed-use areas,

residential neighborhoods, and other activity centers…." Pedestrian and bicycle access is one important connectivity concern in the Division Green Street Main Street Project area. Policy 6.20 elaborates in section C by stating that projects should "provide convenient and safe bicycle and pedestrian connections to transit routes, schools, and parks, as well as within and between new and existing residential developments, employment areas, and other activity centers where street connections are not feasible."

Pedestrian and Bicycle Policies

The fourth policy section, "Pedestrian and Bicycle Policies" details pedestrian and bicycle concerns (including connectivity) with one goal being single-occupant vehicle trip reduction.

Policy 6.22, "Pedestrian Transportation," goes into detail about how to improve the likelihood that people will walk to close destinations. This goal will be reached by giving priority to the completion of the pedestrian network that serves "Pedestrian Districts, schools, neighborhood shopping, and parks," as well as "transit centers, stations, and stops." This includes improving the safety and frequency of pedestrian crossings near the above services.

Giving attention to the quality of the pedestrian environment "by implementing pedestrian design guidelines," like adding street trees and benches, is another way of promoting walking as the "mode of choice for short trips." The last section of policy 6.22 seeks to reduce collisions by "identifying and analyzing high pedestrian collision locations" and "making physical improvements, such as traffic calming, signal improvements, and crossing improvements in areas of high pedestrian use…." All of the above pedestrian concerns will be relevant to the Division Green Street Main Street Project planning process.

The policy regarding bicycles (6.23, "Bicycle Transportation") is similar to the pedestrian policy, looking toward improving bike lane connectivity, access to employment centers, commercial districts, transit stations, institutions and recreational destinations. Added to this vision is the improved access to bicycle parking and end of trip facilities that will help make "the bicycle an integral part of daily life in Portland, particularly for trips of less than five miles…."

Bicycle safety is also of concern, which will be improved by installing helpful signage, and "removing physical hazards such as dangerous storm grates and supporting changes to adopted statutes and codes that would enhance the safety of bicyclists." Providing bicycle parking "in commercial districts, along main streets, in employment centers and multifamily developments, at schools and colleges, in industrial developments…at transit facilities…and at intermodal passenger stations," is of particular concern for the Division Green Street Main Street project.

Public Transportation Policy

Policy 6.24, "Public Transportation," asks the City to "Develop a public transportation system that conveniently serves City residents and workers 24

hours a day, seven days a week and can become the preferred form of travel to major destinations, including the Central City, regional and town centers, main streets, and station communities." Accomplishing this goal would entail expanding bus service for non-work trips, improving connectivity, and paying special attention to streets classified as "Major Transit Priority" so that they may "achieve travel times competitive with the automobile," and "address the special needs of the transportation disadvantaged." The impetus for doing these things is to reduce congestion by limiting automobile trips. Division Street is a Major Transit Priority Street, and several cross-streets in the study area are either "Transit Access" streets, or "Local Transit Access" streets, so these concerns must be addressed in the plan.

Parking and Demand Management Policies

Parking is a complicated and important issue, and the next set of policies attempt to coordinate parking so that it benefits the environment and as many people as possible, taking into account the positive outcomes of decreased access to parking in some situations. Decreasing parking can help improve the environment for everyone's benefit, as well as make driving a more pleasant experience when it is necessary (reducing congestion by making other options more attractive than driving). But this must also be tempered with the need to maintain a healthy economy and the role that parking may or may not play in the success of local businesses.

Policy 6.25, "Parking Management" outlines a plan to "manage parking supply to achieve transportation policy objectives for neighborhood and business district vitality, auto trip reduction, and improved air quality." The policy objectives include: implementing "measures to achieve Portland's share of the 10 percent reduction in parking spaces per capita within the metropolitan area over the next 20 years;" and developing "parking management programs and strategies that improve air quality, reduce congestion, promote alternatives to the drive-alone commute, and educate and involve businesses and neighborhoods." In addition, it is the City's policy to consider capacity and demand for parking when making decisions on how to regulate supply.

There are two kinds of parking: on-street (on the street next to the curb near businesses, homes, etc.) and off-street (parking lots, structures, etc.). The Division study area includes both types of parking. Policy 6.26, "On-Street Parking Management" details the City's approach to managing parking in the public right of way in a way that encourages "economic vitality, safety for all modes, and livability of residential neighborhoods." This includes supporting land uses with "an adequate supply of on-street parking," and maintaining "existing on-street parking in older neighborhoods and commercial areas where off-street parking is inadequate, except where parking removal is necessary to accommodate alternatives to the automobile."

Policy 6.27, "Off-Street Parking" considers the "characteristics of areas where off-street parking is essential to economic vitality and to other areas where parking is

de-emphasized in order to achieve good non-SOV (single-occupant vehicle) mode splits and compact development." It is the City's policy to "regulate off-street parking to promote good urban form and the vitality of commercial and employment areas," specifically by considering "eliminating requirements for off-street parking in areas of the City where there is existing or planned high-quality transit service and good pedestrian and bicycle access," as on Division Street. In addition, the City wishes to "limit the development of new parking spaces to achieve land use, transportation, and environmental objectives."

Policy 6.28, "Travel Management," is included in the parking policy section because it addresses a "range of measures that reduce the demand for parking, congestion, impervious surface areas, and vehicle miles traveled." The main goal of this policy is to "reduce congestion, improve air quality, and mitigate the impact of development-generated traffic by supporting transportation choices through demand management programs and measures and through education and public information strategies." Some of the objectives included in this policy are: to "develop neighborhood-based programs to promote and support multimodal strategies and trip reduction strategies and programs" and to encourage car sharing by providing better access to car share vehicles. In addition it is the City's policy to "require institutions to regulate parking facilities" in order to ensure short-term parking for visitors as well as minimize employee parking though "carpooling, ridesharing, flexible work hours, telecommuting, parking management, and employer-subsidized transit passes." Lastly, it is the City's policy to "require institutions and other large employers to participate in programs to reduce single-occupant vehicle trips" and to make sure residential areas don't bear the burden of excessive parking impacts.

Freight, Terminals, and Truck Policies

The Division Green Street Main Street Project area borders a Freight District and also includes two Major Truck Streets (11th and 12th), and several Minor (39th, 50th, and Division) and Local Service Truck Streets (21st, 26th, 30th, 33rd, 34th, 41st, 52nd, 59th, and 60th). Therefore, freight policies are relevant to the project.

Policy 6.29, "Freight Intermodal Facilities and Freight Activity Areas," asks that the City develop and maintain a transportation system that will ensure the "safe, efficient, and cost-effective movement of freight, goods, and commercial vehicles" through these areas. The next policy, 6.30, "Truck Movement," concerns connectivity. This policy elaborates on 6.29 by stating that the City should "provide a complete, safe, and reliable system of Major and Minor Truck Streets for local truck movement, connecting Freight Districts, intermodal facilities, and commercial areas." The main impetus for policy 6.30 is to ensure that trucks use the proper streets (Minor and Local Service Truck Streets) to access local destinations and to use Regional and Major Truck streets for mobility.

Transportation District Policies

Each District in the City of Portland has a set of policies that are unique to the area. The Division Green Street Main Street Project area falls into the "Southeast Transportation District," and is subject to Policy 6.37 by the same name. This policy seeks to reduce reliance on the automobile and protect Southeast Portland "residential areas and industrial sanctuaries from non-local traffic" yet still "maintain access" to commercial areas. The following bullet-points specify how the District will implement Policy 6.37:

a. Direct interdistrict traffic to Regional Trafficways on the edge of the district, and manage traffic on Major City traffic Streets and other arterials primarily through transportation system management measures.

b. Operate Neighborhood Collectors in Southeast Portland to function primarily as circulation for district traffic rather than as regional streets, even where they carry a significant amount of regional traffic.

c. Facilitate pedestrian access and safety in Southeast Portland by improving connections to the Willamette River; adding connections between neighborhood parks, institutions, and commercial areas; and enhancing pedestrian crossings with curb extensions and improved markings.

d. Improve access and safety for bicycles through the development of more inner Southeast east/west bike routes and the provision of bicycle facilities across bridges and to a variety of destinations, including downtown, the river, and parks.

e. Encourage regional and interdistrict truck traffic to use Regional and Major truck Streets in southeast Portland by establishing convenient truck routing that better serves trucks, while protecting Southeast neighborhoods.

f. Minimize left-turn movements to auto-accommodating development along SE 39th Avenue, and eliminate or consolidate driveways where possible.

g. Continue to improve cross-town transit service, transit facilities and bus stops, and transit travel times, and expand off-peak and weekend service to provide access to activity centers on Portland's eastside.

h. Support the livability of Southeast neighborhoods by improving the efficiency of parking and loading in commercial areas and by reducing commuter parking in residential areas.

The above points elaborate on the general policy of Southeast Portland to reduce vehicle miles traveled by supporting bicycles, pedestrians and transit, and to improve livability in the area by minimizing transportation impacts from outside areas (parking, regional traffic, etc), and supporting local traffic and concerns.

TSP Policies: Goal 11B, Public Rights-of-Way

The next set of policies in the TSP stem from Goal 11B of Oregon's TPR. Goal 11B, Public Rights-Of-Way, is the public facility goal for transportation. The State

requires jurisdictions to have public facilities plans that consist of policy language and a list of projects to be undertaken over the life of the Comprehensive Plan. The policies describe how transportation improvements are selected; how transportation facilities are designed, built, and maintained; and how the transportation system performs. Within Goal 11B, policies address: Environmental Sustainability; Project Selection; Street Design and Right-Of-Way Improvements; Street Plans; Maintenance; and Performance Measures.

The City of Portland expands upon Goal 11B by stating that it is the City's policy to "Improve the quality of Portland's transportation system by carrying out projects to implement the 2040 Growth Concept, preserving public rights-of-way, implementing street plans, continuing high-quality maintenance and improvement programs, and allocating limited resources to identified needs of neighborhoods, commerce, and industry."

Policy 11.8, "Environmental Sustainability in Transportation" asks that transportation projects "participate in meeting the City's sustainability goals by designing, constructing, installing, using, and maintaining the transportation system in efficient, innovative, and environmentally responsible ways." Some examples of policy 11.8's objectives are to: "continue to reuse and recycle office and construction materials and equipment, compost leaves, and separate street debris; maintain equipment and facilities to minimize air, water, and noise pollution; use environmentally safe products; minimize runoff and erosion in all ground-disturbing activities, including construction, excavation, landscaping, and trench work, use alternative energy sources to power equipment whenever possible; and incorporate sustainable design solutions for streets and other transportation projects."

The next Policy, 11.9, "Project Selection," lays out the process the City uses to select which projects get done at any particular point in time. There are several criteria the City uses to facilitate this process in a fair and efficient manner. Overarching these criteria is that the City will "give priority consideration to transportation projects that will contribute to a reduction in vehicle miles traveled per capita, while supporting economic vitality and sustainability."

Objectives for project selection include: improving deficiencies in bicycle and pedestrian safety; developing safe routes to schools; improving access to employment and industrial areas; increasing the efficiency and effectiveness of the system by wise application of available financial, capital, and human resources; reducing negative impact to the environment; supporting community values; promote a compact urban form; and a few others.

Policy 11.10, "Street Design and Right-of-Way Improvements," asks that the City "Design improvements to existing and new transportation facilities to implement transportation and land use goals and objectives." This policy includes sixteen different objectives. One particular objective of importance follows: "C. When changes to a right-of-way are proposed, consider the overall capacity impacts to the immediately affected street, as well as potential area-wide capacity impacts." The City must also use a variety of resources to design a street.

The reason behind this policy objective is that changes to a street to accommodate one mode can affect how that street functions for other modes. Changing capacity, including reducing capacity for autos, can adversely affect how an area functions and can have wider-ranging impacts than just on the immediately affected street. Transportation projects need to look at all of the classifications for a street when making decisions that affect the capacity for any mode.

In addition, it is the City's policy to accommodate bicycles, pedestrians, public transit, trucks, and to comply with ADA requirements in street design. Objective O is also important for Division. This objective demands that the City "consider and minimize impacts on the natural environment, consistent with the City and regional response to the Endangered Species Act and stream crossing design guidelines in the Green Streets handbook, in the planning, design, and development of transportation projects." Objective P states that projects "consider the desired character of the area, including neighborhood livability, in the design and development of transportation projects."

Policy 11.11, "Street Plans," asks that the City "promote a logical, direct, and connected street system through the development of street plans." Currently, there is no adopted street plan for SE Portland, but in general the Division project area has excellent connectivity.

It is very important to the City that it is able to preserve, maintain, and prevent deterioration of the existing transportation system, including minimizing environmental impacts (Policy 11.12, "Maintenance"). At times, adhering to this policy may limit the breadth of potential projects. For example, the City can only use a specific paving material if the Maintenance Bureau has the capacity to maintain it.

The Transportation Planning Rule and Metro's 2000 Regional Transportation Plan require adoption of performance measures and benchmarks for evaluating the transportation system and achieving the goals of reducing vehicle miles traveled per capita and parking spaces per capita. Policy 11.13 addresses these concerns by requiring the City to "evaluate the performance of the transportation system at five-year intervals, using a set of benchmarks that measure progress towards achieving transportation goals and objectives." The system has to remain at specific performance measures (Level of Service, or LOS); for example Division Street has a preferred operating standard of C in the midday and EE during peak periods.

Pertinent to the Division Green Street Main Street project, this policy also states that the City should "C. Use alternatives to the level-of-service measure to determine the adequacy of the transportation system in areas that exhibit the following characteristics: a mix of land uses, including residential; a mode split consistent with targets established for the area; maximum parking ratios; and adequate existing street connectivity."

Modal Plans and Management Plans

When Portland's first Comprehensive Plan was written in 1980, the job of transportation planners was to accommodate existing travel demand and the vehicle traffic it generated as best as possible with the available resources. Today the community can no longer afford this response to transportation needs.

In 1980, the Portland urbanized area (urbanized portions of Clackamas, Multnomah, and Washington counties in Oregon) had a population of 970,000 people. The average person generated about 12 miles of vehicular travel per day.

By 1997, population had increased by over 25 percent to 1,217,000 people. The average vehicular miles each person traveled per day had increased by 75 percent, and total vehicle miles traveled (VMT) had increased by 108 percent.

As a result of this growth and demand for mobility, too many vehicles are competing for too little space, and the consequences include greater traffic congestion, longer travel times, huge traffic jams, more road rage, and threats to air quality, even as the exhaust from each individual car has become cleaner.

The competition for vehicle space also has consequences for residential neighborhoods. To avoid the congested arterials, more people decide to travel at high speeds on local neighborhood streets. To address this problem, the City of Portland has written plans for multiple modes of travel: motor vehicle; public transportation and transportation disadvantaged; pedestrian; bicycle; freight; and air, rail, water, and pipeline. The following section summarizes the sections of the modal plan for motor vehicle travel that concern the Division Green Street Main Street project area.

Motor Vehicle: Existing Deficiencies

Projected Traffic Volumes

Traffic volumes are expected to continue to grow throughout the region over the next 20 years. In the City of Portland, this growth will occur primarily on freeways and on certain regional arterial streets. Increases in traffic volumes do not necessarily result in unacceptable traffic congestion. Collector and neighborhood streets in most Portland neighborhoods are likely to experience only moderate traffic increases. However, both traffic volume and congestion are expected to increase substantially in many of the east-west streets in Southeast, Far Northeast, and Far Southeast neighborhoods.

Table 5.4 shows the major corridors in Portland that will experience significant growth in motor vehicle trips, according to the 2000 RTP. The volumes reflect the peak direction during the evening two-hour peak period, using the 2020 priority system in the RTP. By looking at corridors that serve the same general destinations, it is possible to consider overall capacity rather than the capacity of individual streets.

This table shows specifically that on Powell, **Division,** and Holgate west of I-205, traffic volumes in 1994 were 7,243 cars during the two-hour evening peak period, while in 2020 they are projected to be 8,226 cars per two-hour peak. This

is a 14 percent projected increase in traffic volumes on these streets in a 26-year period.

In addition, there are some safety concerns in the Division Green Street Main Street Project area. Specifically, there are high collision rates along SE 39th Ave., especially resulting from left-turns onto perpendicular streets (including Division).

The next section of the TSP details Implementation Measures that will help address the above deficiencies.

Implementation Measures: Strategies

Southeast Arterials

The RTP forecasts that the east-west arterials in southeast Portland between the Central City and I-205 will experience some congestion during the evening two-hour peak period, possibly as a result of significant congestion on I-84. Although light rail and expanded bus service on parallel streets provide effective, reasonable alternatives to I-5, traffic volumes are expected to increase on these east-west arterials south of the freeway. The RTP states that additional measures are needed to address this congestion; beyond those identified in the RTP.

Southeast Portland is characterized by an extensive grid of arterials and local streets that exceeds the RTP standard for connectivity. Since the regional model does not include the local street network, the RTP be overestimating the demand for travel on the arterials. This network of streets relieves congestion by quickly dispersing local traffic onto local streets. Other land use and transportation factors that ameliorate the projected congestion are discussed below.

Land Use

Southeast Portland contains of a number of main streets (Burnside, Hawthorne, Belmont, Foster, Woodstock, and Division) that function much like a town center. The main streets have a mix of residential, retail, and commercial uses that together supply many of the daily needs of the area residents. By having a mix of uses in close proximity, many daily trips – work, shopping, education – can be made by walking, bicycling, or transit, thereby reducing congestion.

Transportation

Southeast Portland has existing high-quality transit service on most arterials (Glisan, Burnside, Belmont, Hawthorne, Division, Powell, Holgate, Woodstock, 39th, 52nd, 82nd, and Foster), resulting in a high mode split for non-SOV travel. The RTP anticipates improvements to increase transit frequency on Belmont, Hawthorne, Division, and Powell/Foster. Maximum parking ratios have been adopted for all non-residential uses, and some commercial areas (usually along main streets) require no off-street parking.

Southeast TSP Projects

In addition to increased transit frequency (as discussed above), a number of projects are proposed for southeast Portland to encourage more non-SOV travel and alleviate congestion. The RTP and/or TSP identify the following projects:

- Project No. 20013 (Burnside/Sandy/12th intersection – RTP, TSP)
- Project No. 20014 (Burnside: SE 12th to W 23rd – RTP, TSP)
- Project No. 70009 (Belmont street and pedestrian improvements between 12th and 43rd - RTP, TSP)
- Project No. 70010 (Burnside pedestrian (TSP only) and bicycle – RTP, TSP)
- Project No. 70009 (Belmont street and pedestrian improvements – RTP, TSP)
- Project No. 70013 (Division multimodal improvements – RTP, TSP)
- Project No. 70021 (Foster pedestrian-to-transit improvements – RTP, TSP)
- Project Nos. 70031 and 70033 (Holgate bike lanes, phase 1 and 2 – RTP, TSP)
- Project No. 70004 (26th and Holgate intersection improvements – TSP)
- Project No. 70005 (39th between Sandy and Woodstock pedestrian, safety, and signalization improvements – TSP)
- Project No. 70006 (60th corridor and intersection improvements – TSP)
- Project No. 20023 (SE 11th/12th/RR intersection improvements – TSP)
- Project No. 70032 (Holgate multimodal improvements – TSP)
- Project No. 70045 (Powell pedestrian and intersection improvements – TSP)
- Project No. 20023 (TSM improvements – TSP)

Congestion affects traffic movement and hinders alternatives to the automobile from negotiating the street network. It can also negatively impact the livability of residential neighborhoods. Traffic calming measures can help alleviate unacceptable traffic volumes and speeds. In addition to the many traffic calming projects that have been installed in southeast Portland over the last decade, new projects are targeted for areas where high traffic volumes and speeds affect safety and livability.

Metro's Regional Transportation Plan

Metro's 2000 Regional Transportation Plan (RTP) implements the 2040 Growth Concept, culminating a "nearly 25-year evolution from a mostly road-oriented plan to a more multi-modal one, ultimately mixing land-use and transportation objectives." The RTP addresses differing federal, state, and regional planning requirements and must also balance the many transportation needs throughout the region. The "RTP sets the policies, systems, and actions to adequately serve walking, bicycling, driving, use of transit and national and international freight

movement in this region consistent with federal requirements of TEA-21 and state requirements for the region's transportation system plan."

Regional policies for the most part mirror the ones found in Portland's TSP, but encompass the entire tri-county area rather than just Portland. Like the TSP, the region has a policy to include the public in decision-making through notification and continuing involvement. The RTP also includes a policy that mandates intergovernmental coordination. Like the TSP, the RTP contains policies concerned with mobility, accessibility, and connectivity, including specific methods for ensuring barrier-free transportation for special needs populations, the elderly, youth, and the disabled to special services and employment centers as well as other destinations. Metro also acknowledges connections between land-use and transportation in its policies.

Portland and Metro share a general concern for protecting the environment, water quality, clean air, and promoting energy efficiency through policy. Shared methods for attaining these goals include reducing vehicle miles traveled, drive-alone commutes, and encouraging cleaner, more energy efficient modes like walking, biking, and public transit through facilities enhancement and public education.

Metro seeks to coordinate regional and local street design so that they reflect the "function and character of surrounding land uses," and to reduce dependence on major streets for local travel. Metro supports both a regional motor vehicle system and a regional public transportation system that will provide appropriate connectivity and levels of service for each given area. In addition, the region seeks to provide efficient, cost-effective, and safe freight movement and to protect investments in the freight network. Lastly, like Portland, Metro has a general policy for managing parking so that it remains efficient and supportive of the 2040 Growth Concept.

Appendix A: Plans and Studies for Division

Following is a list of background plans and studies that will help guide the development of the Division Main Street/Green Street project. The list is in chronological order.

Portland Bureau of Planning Commercial Corridors Project - 2004

The Bureau of Planning is studying Portland's commercial corridors and business districts to:

- Better understand the network of business districts across the city and how they are performing from the points of view of businesses, neighbors, consumers and property interests;
- Develop policies that recognize and support different types of commercial corridors;
- Develop approaches to support the vitality of these areas that apply citywide as well as to specific commercial corridors;
- Identify a strategic work plan and priorities for the Bureau's continued efforts in support of commercial corridor, neighborhood and business vitality; and
- Allow District Planners to develop expertise on district conditions and to begin working cooperatively with neighborhoods and businesses on commercial corridor issues.

"Urbanics" Portland State University Workshop project - 2004

In the spring of 2004, the Urbanics team of students explored sustainable options for the street improvements proposed for Division Street. Team Urbanics hosted three community workshops to inform the community about the streetscape planning process starting in the summer of 2004 and to prepare community members for the public involvement process. The team introduced concepts of sustainability and specific "Green Street" treatment options available for making Division Street a more sustainable urban main street. A design exercise within the workshops, allowed participants put to practice the Green Street treatment ideas introduced, and create streetscape posters highlighting their primary goals for five intersections along Division Street. The design ideas were passed to the City of Portland Bureau of Planning and the Portland Department of Transportation to assist their upcoming projects on the street.

"Power of Place" Portland State University Workshop project - 2004

In the spring of 2004, The *Power of Place* study assisted the DivisionVision Coalition in fulfilling their mission by pursuing an understanding of the street's character and identifying opportunities for future development or continued investment. Both aspects of the study established the foundation necessary for the Coalition to become proactive in development processes and maintain the attributes that most significantly contribute to the character of the street. To that end, the study looked to achieve three primary objectives:

- Develop a body of knowledge that can steer DVC toward community desires and objectives regarding Division St. development;
- Based on that knowledge, identify sites along Division that hold potential for
- future development or continued investment;
- Identify community and collective ownership structures that the community might use to purchase and manage real estate.

Context Sensitive Design, Roadway Design That Is responsive to Local Community Values, TDM Encyclopedia, Victoria Transport Policy Institute - December 2003

Declaration of Cooperation: Scoping a Land Use/Transportation Plan for the Division Street Corridor, Oregon Solutions - May 2003

This memorandum of understanding (MOU), published May 8, 2003, discusses the "Division Vision" that was a result of many brainstorming sessions by the City of Portland and local residents and business owners. The plan is to make Division a "Green" Main Street. That is to re-create the street to be more community-oriented, economically vibrant and environmentally sustainable.

The area has been established as one of the priorities for the City of Portland in redevelopment planning. The zoning along the street does not support the plan and therefore many non-conforming uses exist. The street itself is also in disrepair and will need to be rebuilt. This offers an opportunity to redesign the streetscape to meet the goals of the plan.

The community and City of Portland worked together to create a scope of work for the future planning project. The Transportation and Growth Management (TGM) Program provided funding to Oregon Solutions to facilitate the process. The mission of Oregon Solutions is to develop solutions to local problems that support economic, environmental, and community objectives simultaneously through partnerships between government, business, and non-profit organizations. They use a collaborative approach that brings all parties together to discuss pertinent issues and to resolve any conflicts.
The agreed upon objectives of the MOU are:

- Transportation: Balance the transportation demands competing for Division Street, including local and through traffic, transit, automobiles, trucks, pedestrians, and cyclists.
- Community Design: Treat the planning for Division Street as part of a coordinated community design strategy that seeks to do the following:
- Cultivate areas along the street that are distinguished by their economic, social and cultural role in the community, design character, history and location.
- Support the economic vitality of Division Street for businesses and residences.

- Promote the understanding of and use of "green" approaches to design and construction that improve the long-term environmental performance of Division Street and the uses along it.
- Improve the design quality and urban form of Division Street and the buildings and spaces that line it.

Final Memorandum #2, Anna Russo, Oregon Solutions - May 2003

Final Memorandum #1, Anna Russo, Oregon Solutions - April 2003

Creating a Sense of Place on SE Division Street, Public Discussion/Design Forum Report, The City Repair Project - February, 2001

This report was subsequent to a workshop held on February 27, 2001, which included a public discussion/design forum to create a vision for the Division Street Corridor. The Division-Clinton Business Association, The Office of City Commissioner Charlie Hales and The City Repair Project wrote it as a collaborative effort. This report demonstrates the community's desire to create a greater "sense of place" along Division. A "sense of place" is created when those that live and work in a particular area can identify with a sense of belonging within the shared public spaces. It is a community that both physically and mentally gives its residents something to identify with.

Division Street already has the desired main street feel and "sense of place" in many ways. There is a great diversity of local business and amenities along the street. The main challenge to making this street the heart of the neighborhood is that it is a main thoroughfare for many commuters going into the city.

This design workshop was arranged so the residents and the city could come up with ideas about the livability opportunities and challenges of Division Street. Approximately 50 people attended, which included residents, business owners, elected officials, local workers, and community advocates. Others that attended were architects, artists and facilitators that would help guide the discussion and formulate a vision.

The group identified certain challenges within several topics that the facilitators created to guide the discussion in a productive direction. These were: Transportation & Safety, Economic Concerns, Aesthetics & Utility of Public Space, Environmental Issues and Neighborhood Involvement & Development. Several brainstorming sessions generated ideas of how to create the desired "sense of place."

Specific to the transportation issues, some of the ideas that were generated during group discussions fit into three categories:

1. Pedestrian needs
   - Car-oriented street design and its heavy, fast traffic creates an uninviting environment.
   - Crossing the street at some intersections is difficult.
   - Some bus stops have no shelter; some could be in better locations.

2. Bike needs
   - No street space for bicycles; cyclists are directed to parallel bike route on Clinton Street, but bike access to Division destinations remains a problem.
   - Limited bike parking available.

3. Auto needs
   - Heavy through-traffic at rush hour times creates backlogged traffic at SE 39th.
   - Complex intersection at SE 21st causes confusion and delays.

Outer Southeast Community Plan, City of Portland, Bureau of Planning - March 1996

This plan was adopted on January 31, 1996 with the goal of guiding growth and development in this area. By 2015, Portland is expected to increase its population by 100,000 people, many of who are expected to settle in the SE region. The plan will accommodate new growth, such as housing and business, while avoiding increased negative effects, such as traffic congestion, damage to existing neighborhoods and degradation of natural areas.

The plan outlines its transportation objectives as moving away from a dependence on the automobile and implementing more transit, pedestrian and bicycle options for the area residents. The focus of its transportation policy is to "Ensure that streets in outer southeast form a network that provide for efficient travel throughout the community and to other parts of Portland and the region. Reduce congestion and pollution caused by the automobile by creating land use patterns that support transit, bike, and pedestrian travel."

Action Items
- Investigate ways to provide lighting for pedestrians beyond what is currently available in order to encourage walking as an alternative mode of travel.
- Investigate alternatives to street lighting, which will improve pedestrian safety.
- Develop regulations, which require connections in order to create a complete street network as part of the Land Division Code rewrite project.

South Tabor Neighborhood Plan, City of Portland, Bureau of Planning March 1996

This plan was adopted on January 31, 1996 in an effort to guide the neighborhood through the expected changes over the next 20 years. They cited Portland's

forecasted growth and their willingness to welcome new residents and businesses while maintaining the sense of community they have become accustomed to. They hope to work closely with decision-makers on matters of land use, transportation, capital expenditures as well as recreation and social programs.

Specific to their transportation policy the neighborhood wants to "maintain mobility and accessibility by reducing the impact of autos on South Tabor and encouraging alternative forms of transportation."

Action items:

- Notify PDOT of traffic and parking problems.
- Work with PDOT to resolve identified traffic and parking problems.
- Request that PDOT study the feasibility of making changes to SE Division to ensure that it functions as a pedestrian-friendly street with safe crossings and access to Mt. Tabor.
- Request that ODOT study ways to improve the safety of pedestrian crossings on Powell between 72nd and 82nd particularly at bus stops and the west entrance of the Powell Street Station.
- Work directly with PDOT staff on the Portland Bicycle Master Plan.
- Work with PDOT's Bicycle Program to improve bicycle routes including the provision of adequate signs along the continuous bike routes from the Willamette River Greenway to the I-205 bike path through South Tabor – Woodward from 51st to 74th , 74th then Clinton to 82nd .
- Work with PDOT's Bicycle Program to evaluate the need for additional signs along designated north-south bicycle routes on 52nd, 60th, 71st and 74th.

Richmond Neighborhood Plan, City of Portland, Bureau of Planning - December 1994

The Richmond Neighborhood Plan was adopted on November 9, 1994 with the intention of guiding development in the neighborhood over a ten-year period. The neighborhood is characterized as a "village community" that provides easy access to businesses, churches and schools. They hope to retain their sense of community by using the plan as a guide for area businesses, developers and the City of Portland when undertaking improvement projects.

The central theme to their transportation policy is to "increase accessibility to travel destinations and transportation options available to neighborhood residents and visitors. Reduce the negative impact of auto traffic in residential and business areas." The plan does not cite any specific action items but does outline broader goals that will improve existing transportation conditions.

- Improve arterial and collector streets to provide safe and convenient bicycle access to neighborhood destinations and to encourage the use of bicycles as a transportation alternative to the automobile. Establish a network of

alternative bike routes on local service streets, with particular attention to providing safe bicycle access to schools.
- Make Richmond a more pedestrian-oriented neighborhood by emphasizing pedestrian safety and convenience.
- Make Richmond a transit-friendly neighborhood. Encourage the use of public transportation by those who work, live, shop and visit the neighborhood. Support convenient, cost effective public transportation serving Richmond. Work with Tri-Met to improve the transit infrastructure in Richmond.
- Increase and improve transportation options through and around the Richmond Neighborhood.
- Minimize the negative impacts of motorized vehicle traffic in the Richmond Neighborhood.
- Retain existing parking. Add additional parking to meet specific parking needs. New parking should be designed to be pleasing and safe from a pedestrian point of view.

Division Street Main Streets Revitalization Implementation Study: Market Analysis, Financial Analysis & Development Program, for SEUL and the Livable Cities Program of the Portland Bureau of Planning - June 1993

This study was published in June of 1993 by outside consultants with three objectives in mind:

- Create a process for revitalization to be used in other areas of Portland;
- To use the process as a test for the Main Streets concept taken from the Portland Livable Cities Program;
- Revitalize the Division Street neighborhood in the study area.

The study shows that a Main Streets project is feasible along Division Street but that it would be difficult to implement. Several implementation strategies are recommended:

- Fund the infrastructure improvements.
- Implement zoning recommendations.
- Formulate a list of desirable business opportunities.
- Work with local developers and landowners actively.
- Work with banks to obtain community reinvestment act funds.
- Form a revolving loan fund for local uses.

They also mention that businesses will change over time to higher intensity uses but it is not their recommendation that existing businesses be displaced. One other issue to consider is traffic impacts. The recommendation of this study is to make this a first step to the initiation of the Main Streets project.

Division Corridor Neighborhood Traffic Management Study Report and Recommendations of the Test Evaluation Committee, City of Portland, Office of Transportation - December 1988

This project, initiated by the City's Transportation Bureau on April 21, 1986, was meant to survey the origin-destination traffic patterns of individual motorists within the division corridor and to suggest alternatives to reduce the increased commuter traffic on its arterial streets. The corridor can be defined as the portion of southeast Portland that is bound by Lincoln and Harrison Streets on the north, Clinton Street on the south, 11th Avenue on the west, and 60th on the east.

The surveys, which were conducted on March 26, 1985, were done in a "roadside interview" format whereby the interviewers stopped selected motorists and asked a series of questions. The questions were specific to the auto trip the motorists were making at that exact time. There were six pieces of information the interviewers set out to record. They first recorded the number of occupants in the vehicle. They then determined the zone in which the trip was originated and to where the person was headed. Then they determined if the occupant would cross the Willamette River and if so what bridge they would use. Finally they were asked how many times the trip was made in a week and if it was work related. This information was then processed to determine a general overview to the travel patterns and the traffic flows.

Once the information was processed and transferred to graphs, the surveyors were able to determine what would work best in an alternative traffic management plan. Specifically they were able to analyze the data and determine what travel flows are most easily diverted, which flows may be difficult to divert, and the overall volume of traffic.

From this data they then set out to plan specific traffic diversion projects. In doing this they employed two guidelines that would guide the development of the plan:

- The first is that an appropriate and convenient alternate route must be available and should have sufficient capacity to accommodate the diverted traffic.
- Secondly there must be adequate local access and circulation.

Using these guidelines, a plan that included six "traffic management program alternatives" was written. Each of these alternatives was intended to address the traffic problems in the corridor as established by the study. The alternatives were written as follows:

1. Do nothing (intended for purposes of comparison).
2. Install traffic circles on Lincoln/Harrison (10 between 20th and 60th) and on Clinton (11 between 12th and 50th).
3. Install median barriers on Ladd at Clay, on 20th at Harrison, on 17th at Clinton, on 39th at Lincoln and at Clinton, on 50th at Clinton, and on 60th at

Lincoln; remove signals at 39th/Lincoln and 39th/Clinton, and remove stop on 20th at Harrison
4. Combine alternatives 2 and 3.
5. Provide a single lane in each direction on Division from 60th to 82nd; convert existing outside travel lanes to parking lanes.
6. Combine Alternatives 3 and 5.

A supplemental report was submitted in January of 1988 following a January 7th City Council Hearing. Many people testified for and against the Division Corridor Project. A summary of the recommended additions and changes follows:

- Eliminate the proposed median barrier at 50th and Clinton. Add a traffic circle on Clinton at 47th Avenue.
- Add a traffic warning sign and light near 39th Avenue and Clinton to alert northbound drivers of the upcoming traffic signal. Add programmed signal heads on the Division signal so that it cannot be seen until the driver has crossed Clinton Street.
- Start a public review process to consider a mandatory right turn from 30th Avenue southbound to Harrison westbound. An alternative semi diverter on 30th Avenue will also be considered.
- A letter to the State Speed Control Board has been sent to request that traffic speed zones on Lincoln, Clinton, and Harrison be reduced to 25 miles per hour.
- Add a traffic circle at 51st and Lincoln, and half or split circles at the following offset intersections:
- South leg of 54th and Lincoln
- North and south legs of 55th and Lincoln
- North and south legs of 58th and Lincoln
- Investigate a pedestrian crossing at 36th and Powell. The Bureau of Traffic Management will investigate the crosswalk and prepare a report and recommendation for City Council.
- Modify signal timing at 20th, Ladd and Division and add curb extensions between Ladd and 20th Avenue.
- Initiate the Division Corridor Project shown in Figure one, with a six-month test. A report and draft recommendation will be presented at a public meeting at the conclusion of the test. A final recommendation will be published after the meeting.

Regarding the six-month test, which was the last recommendation, questions were raised concerning its duration, location and what it would analyze. It was decided that the test would last six months and that temporary traffic devices would be used to simulate permanent traffic control devices. Traffic volume and speed data would be collected before and after each phase of the test. This would allow each phase to be analyzed independently. Upon the conclusion of the testing period the individual devices would be evaluated. A test evaluation was to be published at the end of the six-month period. Following public meetings, a final recommendation of the project was to be published.

Hosford-Abernethy Neighborhood Action Plan, City of Portland, Bureau of Planning - February 1988

This plan was adopted on February 10, 1988 as a guide for the neighborhood to meet its development needs and priorities. Hosford-Abernethy (HAND) prides itself on its community based directives and wishes to continue this sense of community in years to come. HAND is a mix of residential, commercial and industrial development each with its own unique needs and desires. This action plan aims to meet these needs by representing each voice fairly and accurately.

The main objective of the transportation policy is to "encourage safe and efficient use of the transportation network which minimizes negative traffic impact on neighborhood livability and business operations." The plan lists broad objectives that outline future transportation development in the area.

- Clearly define boundaries of the residential area by means of clear signage and traffic management devices.
- Encourage the use of Powell, as designated in the Arterial Streets Classification Policy, as the major east/west corridor while ensuring traffic safety.
- Discourage commuter and truck traffic in the residentially zoned areas.
- Support access improvements to the I-5 freeway while limiting negative impacts on the residential area.
- Limit the traffic and parking impacts of major new developments on both industrial and residential areas.
- Reduce the impact of truck traffic and loading on residentially zoned area.
- Encourage businesses to provide transit incentives for employees.
- Encourage improvements for pedestrian and bicycle movement.
- Support the creation of a recreational trail along the river connecting Oaks Park and the Hawthorne Bridge.
- Discourage on-street parking by commuters who work downtown.

Division Corridor Project Neighborhood Traffic Management Study Supplemental Report, City of Portland, Office of Transportation - January 1988

Division Corridor Project Neighborhood Traffic Management Study, City of Portland, Office of Transportation - December 1987

Division Corridor Neighborhood Traffic Management Study, City of Portland, Bureau of Transportation Planning and Finance - April 1986

Inner Southeast Neighborhood Improvement Plan, Bureau of Housing and Community Development - 1986

Division Vision Coalition

In January 2002, the Division Vision Coalition (DVC) formed in recognition of the similar goals and objectives of multiple Division stakeholders, and the overlap in activities being initiated. The coalition allows the community to better coordinate volunteer efforts, pool resources, and access funding opportunities. DVC brings together residents and business owners in the Richmond HAND, Mt. Tabor, and South Tabor neighborhoods, the 7 Corners Localization Initiative, and the Division Clinton Business Association. The coalition has organized the neighborhood around the idea of a sustainable urban main street.

Appendix B: City and Metro Transportation Classifications

City of Portland Transportation Classifications

The aims to develop a "balanced, equitable, and efficient transportation system that provides a range of transportation choices; reinforces the livability of neighborhoods; supports a strong and diverse economy; reduces air, noise, and water pollution; and lessens reliance on the automobile while maintaining accessibility." To accomplish these challenging goals, the City of Portland has recognized several modal elements under its transportation policies. These elements were recognized in order to distribute transportation benefits and effects in an equitable manner for the diverse population of users.

The classifications in this section are representative of what is seen along SE Division Street between 11th and 60th Avenues. Each policy element will be briefly described as well as the corresponding classification descriptions.

The traffic classifications aim to maintain the traffic streets to support the movement of vehicles for regional, interregional, interdistrict, and local trips. The type of vehicle trips should correspond to the different classifications for each named street. There are three classifications represented along Division Street. They are Major City Traffic Street, Neighborhood Collectors, and Local Service Traffic Streets.

- Major City Traffic Streets are to serve as the principal routes for traffic that will have at least one trip end within a transportation district. They should provide vehicle connections among the central city, regional centers, town centers, industrial areas, and intermodal facilities.
- Neighborhood Collectors will serve as distributors of traffic from Major City Traffic Streets to Local Service Streets and serve trips that start and end within areas bounded by the Major City Traffic Streets. They will connect neighborhoods to nearby centers, corridors, station communities, main streets, and other nearby destinations.
- Local Service Traffic Streets distribute local traffic and provide access to local residences or commercial uses. Auto-oriented land uses should be discouraged from using these streets as primary access.

The goal of transit classifications is to maintain a system of transit streets that will support the movement of transit vehicles for regional, interregional, interdistrict, and local trips. Three transit classifications are represented along Division Street. These are Major Transit Priority Streets, Transit Access Streets, and Local Service Transit Streets

- Major Transit Priority Street provides high quality transit service that connects to the central city and other regional and town centers and main streets. Land uses along these streets should be transit-oriented. Auto-oriented land uses are discouraged from locating on a Major Transit Priority Street.

- Transit Access Streets are intended for district-oriented transit that serves main streets, neighborhood, and commercial, industrial and employment areas. Pedestrian-oriented development in commercial and mixed-use areas along these streets is encouraged.
- Local Service Transit Streets are intended to provide service to area residents and adjacent commercial areas. Transit operations should give preference for access to individual properties and to the needs of those property owners along the street.

The Bicycle Classification aims to "maintain a system of bikeways to serve all bicycle users and all types of bicycle trips." Division Street has two classifications, which are City Bikeways and Local Service Bikeways.

- City Bikeways serve the central city, regional and town centers, station communities, and other employment, commercial, institutional, and recreational destinations. Auto-oriented development should be discouraged in these areas.
- Local Service Bikeways "serve local circulation needs for bicyclists and provide access to adjacent properties."

Pedestrian Classification will "maintain a system of pedestrianways to serve many types of pedestrian trips, particularly those with a transportation function." Two classifications are represented along Divisions Street. They are City Walkways and Local Service Walkways.

The purpose of the City Walkway is to provide safe, convenient, and attractive pedestrian access to activities along major streets and to recreation and institutions; provide access to neighborhoods; and provide access to transit. These Walkways should serve areas with dense zoning, commercial areas, and major destinations.

- Local Service Walkways aim to serve local circulation needs for pedestrians as well as provide safe and convenient access to local destinations. These Walkways are typically located in residential, commercial, or industrial areas on Local Service Traffic Streets.

Freight Classification will maintain a system of truck streets and districts and other freight facilities. Division Street includes three classifications. These are Major Truck Streets, Minor Truck Streets, and Local Service Truck Streets.

- Major Truck Streets serve truck trips with one or both trip ends in a transportation district. The land use aspect encourages large numbers of truck trips from inside and outside transportation districts to locate along Major Truck Streets.
- Minor Truck Streets serve truck trips with both trip ends in a transportation district. These Streets discourage land uses that generate large numbers of truck trips, such as regional truck terminals from locating on Minor Truck Streets.

- The Local Service Truck Streets serve local circulation, access, and service requirements for truck movements. The land use element discourages a large amount of truck trips.

The intent of the Emergency Response Classification is to provide a network of streets to facilitate prompt emergency response. Two classifications are represented along Division Street. These are the Major Emergency Response Streets and the Minor Emergency Response Streets.

- The Major Emergency Response Streets will serve as the longer, most direct legs of emergency response trips. Any roadway treatments should enhance mobility for emergency response vehicles.
- The Minor Emergency Response Streets serve the shorter legs of the emergency response trips.

The Street Design Classification identifies the preferred modal emphasis on design improvements for regionally significant streets and special design improvements for locally significant streets. Division Street includes four classifications. They are Community Main Streets, Regional Corridors, Community Corridors and Local Streets.

- Community Main Streets should accommodate motor vehicle traffic as well as include features that facilitate public transportation, bicycles, and pedestrians. Development along these streets can be characterized as mixed use and should be oriented toward the street.
- Regional Corridors include special amenities to balance motor vehicle traffic with public transportation, bicycle and pedestrian travel. Development along these corridors is characterized as higher density with multifamily units and commercial development oriented toward the street.
- Community Corridors are also designed to include amenities to balance motor vehicle traffic with public transportation, bicycle and pedestrian travel. The land use element calls for multifamily and commercial development to be oriented toward the street.
- Local Streets complement planned land uses and reduce dependence on arterials for local circulation. Local Streets are not intended for trucks in residential areas but in commercial and industrial areas are intended for local circulation of trucks.

Metro's Transportation Classifications

The Regional Transportation Plan (RTP) was updated in 2000 with the assistance of state and local governments as well as citizens, community groups and businesses. The purpose of the update was to address expected growth in Portland while maintaining livability for the area. Specific issues were addressed to meet the diversity of transportation needs within the Portland metropolitan region.

The specific transportation systems that are to be addressed in this brief are Regional Street Design, Motor Vehicle, Public Transportation, Freight, Bicycle, and Pedestrian. Each will be briefly described as they apply to the area along SE Division Street between 11th and 60th Avenues.

The Regional Street Design should reflect the character and function of surrounding land uses. It is intended to promote community livability by balancing all modes of travel. The portion of Division Street included in this brief includes two different classifications. They are Regional Boulevard and Community Street.

- The Regional Boulevard has a mix of transportation modes, including bicycle, pedestrian, public transit and automobile. They can also be characterized by moderate vehicle speeds and typically four lanes of traffic.
- The Community Street is also designed for bicycle, pedestrian, public transit and auto travel. They typically serve lower-density residential neighborhoods as well as densely developed corridors and main streets.

The Regional Motor Vehicle Classification includes several different street designs. Included along the Division Street Corridor are Major Arterials and Minor Arterials.

- Major Arterials are intended to allow for "general mobility" within a given area. Specifically, they should provide motor vehicle connections between the central city, regional centers, industrial areas and intermodal facilities and connect to principal arterial systems.
- Minor Arterials should support the principal and major arterial systems, but are specifically intended for auto traffic at a community level.

The Public Transportation System is a regional network of public transit that operates at intervals of 15 minutes or less all day. Along Division Street there are two transportation classifications. These are Frequent Bus and Regional Bus.

- The Frequent Bus service runs every 10 minutes and includes "transit preferential treatment." This is characterized as reserved bus lanes and signal preemption and enhanced passenger amenities along the corridor.
- The Regional Bus service is provided on most urban major streets. There is a maximum frequency of 15 minutes and some transit preferential treatment at high ridership locations.

The Regional Bicycle System allows for bicyclist mobility and accessibility to and within the central city, regional center and town centers. The Division Street Corridor includes three separate classifications: Regional Access Bikeway, Regional Corridor and Community Connector.

- The Regional Access Bikeways focus on connectivity to and within the central city, regional centers and town centers. These typically have a higher number of bicyclists because they serve areas with higher population densities.
- The Regional Corridor Bikeways are used as longer routes that provide connectivity between the central city, regional center and larger town centers.

- The Community Connector is meant to connect small town centers, main streets, station areas, industrial areas and other regional attractions.

The Regional Pedestrian System aims to provide safe and convenient access to pedestrian destinations. The Division Street Corridor has only one pedestrian classification. It is the Transit/Mixed-use Corridor.

These are located along good-quality transit lines and are expected to generate large amounts of foot traffic around commercial centers. The design should include large sidewalks with buffers from the motor vehicle traffic. Street crossings should also be present at 350-foot intervals.

City of Portland's Transportation System Plan classifications for the Division Street Corridor

	Traffic	Transit	Bicycle	Pedestrian	Freight	Emergency Response	Street Design
Division	Neighborhood Collector Street	Major Transit Priority Street	11th to 12th (City Bikeway) 12th to 52nd (Local Service Bikeway) 52nd to 60th City Bikeway	City Walkway	Minor Truck Street	Major Emergency Response Street	11th to 33rd (Regional Corridor) 33rd to 60th (Community Main Street)
11th & 12th	Major City Traffic Street	Transit Access Street	City Bikeway	City Walkway	Major Truck Street	Major Emergency Response Street	Community Corridor
20th	Local Service Traffic Street	Transit Access Street	Local Service Bikeway	Local Service Walkway	Local Service Truck Street	Minor Emergency Response Street	Local Street
21st	Local Service Traffic Street	Transit Access Street	City Bikeway	City Walkway	Local Service Truck Street	Minor Emergency Response Street	Local Street
26th	Neighborhood Collector Street	Transit Access Street	City Bikeway	City Walkway	Local Service Truck Street	Major Emergency Response Street	Local Street
30th	Local Service Traffic Street	Transit Access Street	Local Service Bikeway	City Walkway	Local Service Truck Street	Minor Emergency Response Street	Local Street

33rd	Local Service Traffic Street	Transit Access Street	Local Service Bikeway	City Walkway	Local Service Truck Street	Minor Emergency Response Street	Local Street
34th	Local Service Traffic Street	Local Service Transit Street	City Bikeway	Local Service Walkway	Local Service Truck Street	Minor Emergency Response Street	Local Street
39th	Major City Traffic Street	Transit Access Street	Local Service Bikeway	City Walkway	Minor Truck Street	Major Emergency Response Street	Regional Corridor
41st	Local Service Traffic Street	Local Service Transit Street	City Bikeway	Local Service Walkway	Local Service Truck Street	Minor Emergency Response Street	Local Street
50th	Neighborhood Collector Street	Major Transit Priority Street	Local Service Bikeway	City Walkway	Minor Truck Street	Major Emergency Response Street	Community Corridor
52nd	Local Service Traffic Street	Transit Access Street	City Bikeway	Local Service Walkway	Local Service Truck Street	Minor Emergency Response Street	Local Street
59th	Local Service Traffic Street	Local Service Transit Street	Local Service Bikeway	Local Service Walkway	Local Service Truck Street	Minor Emergency Response Street	Local Street
60th	Neighborhood Collector Street	Local Service Transit Street	Local Service Bikeway	City Walkway	Local Service Truck Street	Minor Emergency Response Street	Local Street

Metro's Regional Transportation Plan Classifications for the Division Street Corridor

	Regional Street Design System	Motor Vehicle System	Public Transportation System	Freight System	Bicycle System	Pedestrian System
Division	Community Street	No Designation	Frequent Bus	No Designation	Regional Corridor	Transit/Mixed-use Corridors
11th & 12th	Regional Boulevard	Minor Arterial	Regional Bus	No Designation	Regional Access Bikeway	No Designation
26th	No Designation	No Designation	Regional Bus	No Designation	Community Connector	No Designation
30th	No Designation	No Designation	Regional Bus	No Designation	No Designation	No Designation
39th	Community Street	Major Arterial	Regional Bus	No Designation	Regional Corridor	Transit/Mixed-use Corridors
50th	No Designation	No Designation	Frequent Bus	No Designation	No Designation	Transit/Mixed-use Corridors
52nd	No Designation	No Designation	No Designation	No Designation	Community Connector	No Designation
60th	No Designation	No Designation	Regional Bus	No Designation	No Designation	No Designation

Appendix C: Portland Zoning

The predominant zoning designations for the Division corridor are residential and commercial. The following are characteristics for each of the zones that occur in the study area.

Residential 1,000 zone (R1). The R1 zone is a medium density multi-dwelling zone. It allows approximately 43 units per acre. Density may be as high as 65 units per acre if amenity bonus provisions are used. Allowed housing is characterized by one to four story buildings and a higher percentage of building coverage than in the R2 zone. The major type of new housing development will be multi-dwelling structures (condominiums and apartments), duplexes, townhouses, and rowhouses. Generally, R1 zoning will be applied near Neighborhood Collector and District Collector streets, and local streets adjacent to commercial areas and transit streets.

Residential 2,000 zone (R2). The R2 zone is a low density multi-dwelling zone. It allows approximately 21.8 dwelling units per acre. Density may be as high as 32 units per acre if amenity bonus provisions are used. Allowed housing is characterized by one to three story buildings, but at a slightly larger amount of building coverage than the R3 zone. The major types of new development will be duplexes, townhouses, rowhouses and garden apartments. These housing types are intended to be compatible with adjacent houses. Generally, R2 zoning will be applied near Major City Traffic Streets, Neighborhood Collector and District Collector streets, and local streets adjacent to commercial areas and transit streets.

Neighborhood Commercial 2 (CN2)

The CN2 zone is intended for small commercial sites and areas in or near less dense or developing residential neighborhoods. The emphasis of the zone is on uses which will provide services for the nearby residential areas, and on other uses which are small scale and have little impact. Uses are limited in intensity to promote their local orientation and to limit adverse impacts on nearby residential areas. Development is expected to be predominantly auto accommodating, except where the site is adjacent to a transit street or in a Pedestrian District. The development standards reflect that the site will generally be surrounded by more spread out residential development.

Storefront Commercial (CS)

The CS zone is intended to preserve and enhance older commercial areas that have a storefront character. The zone intends that new development in these areas will be compatible with this desired character. The zone allows a full range of retail, service and business uses with a local and regional market area.

Industrial uses are allowed but are limited in size to avoid adverse effects different in kind or amount than commercial uses and to ensure that they do not dominate the character of the commercial area. The desired character includes areas which are predominantly built-up, with buildings close to and oriented towards the sidewalk especially at corners. Development is intended to be pedestrian-oriented and buildings with a storefront character are encouraged.

General Commercial (CG)

The CG zone is intended to allow auto-accommodating commercial development in areas already predominantly built in this manner and in most newer commercial areas. The zone allows a full range of retail and service businesses with a local or regional market. Industrial uses are allowed but are limited in size to avoid adverse effects different in kind or amount than commercial uses and to ensure that they do not dominate the character of the commercial area. Development is expected to be generally auto-accommodating, except where the site is adjacent to a transit street or in a Pedestrian District. The zone's development standards promote attractive development, an open and pleasant street appearance, and compatibility with adjacent residential areas. Development is intended to be aesthetically pleasing for motorists, transit users, pedestrians, and the businesses themselves.

Division Green Street Main Street Project

Multi-Modal Transportation and Urban Design Analysis

division

green street | main street project

alta PLANNING + DESIGN

Parisi ASSOCIATES transportation consulting

DAVID EVANS AND ASSOCIATES INC.

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Appendix 34

This memo is a key element of the Division Green Street / Main Street project. It outlines the existing conditions related to multi-modal transportation issues, as well as urban design along the corridor. This memo is divided into two main sections, accordingly: Multi-Modal Transportation Analysis and Urban Design Analysis. The Division Street consulting team, with the assistance of City of Portland staff, prepared this memorandum in the Fall of 2004 through a combination of fieldwork and data analysis.

Multi-Modal Transportation Analysis

Roadway Configuration

Southeast Division Street is generally 36 feet from curb to curb. During most of the day, in the off-peak volume period, the street has one traffic lane in each direction with parking allowed on both sides of the street. During the peak periods, from 7 to 9 AM, and 4 to 6 PM, on-street parking is generally prohibited on one side of the street (westbound in the AM and eastbound in the PM) from 11th to 28th Place, providing an additional traffic lane in the peak flow direction. The lack of full-time parking restricts the ability to add streetscape elements, such as curb extensions, to the roadway. However, there is ample off-street parking along Division St., with a recent survey by Portland Office of Transportation counting over 1100 public and private off-street parking spaces, dedicated mostly to private businesses and residences There are 13 traffic signals in the study area, located at 11th, 12th, Orange, 17th, 21st, 26th, 28th, 34th, 39th, 50th, 52nd, 57th and 60th. The traffic signals at 28th and 57th are pedestrian-only signals.

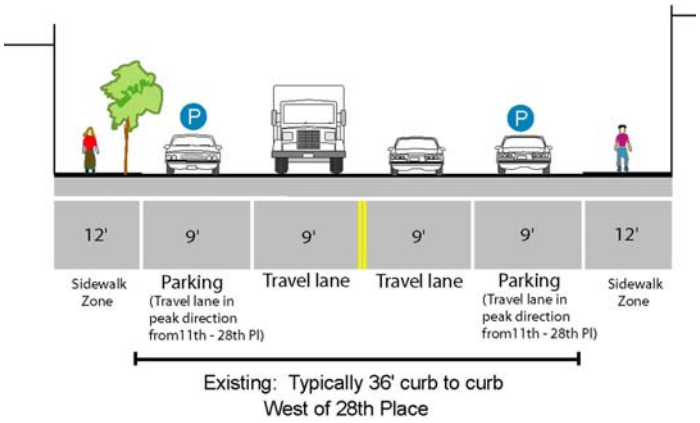


Figure 1. Existing Street Cross-Section West of 28th Place

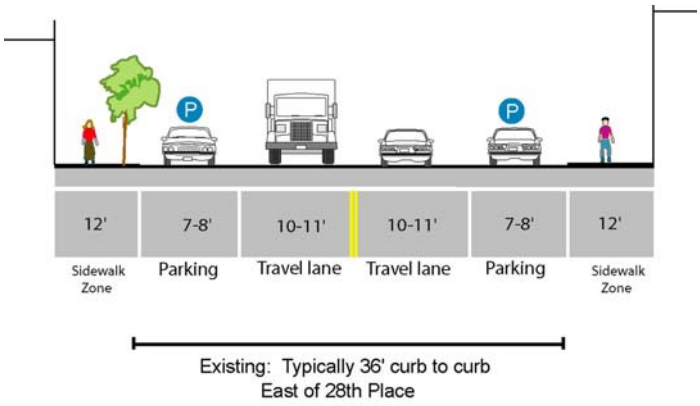


Figure 2. Existing Street Cross-Section East of 28th Place

Traffic Volumes

Traffic counts were conducted along SE Division Street, just east of SE 31st Avenue, from Tuesday, October 5 to Friday, October 8, 2004. The average daily traffic volume (ADT) through this section of Division is 13,800 vehicles per weekday. About 3.1 percent of the total traffic consists of heavy trucks and 1.4 percent consists of buses.

Figure 3 illustrates the average hourly counts. Two-way traffic peaks at three points during the weekday; between 7 AM and 8 AM, at about 12 PM, and between 4 PM and 5 PM. Two-way traffic volumes are at their highest levels during the evening commute period, when almost 1,200 vehicles per hour travel along Division. The morning and noon peak periods consist of about 950 and 900 vehicles, respectively, traveling through this section of Division.

As shown in Figure 3, traffic directionality changes throughout the weekday.

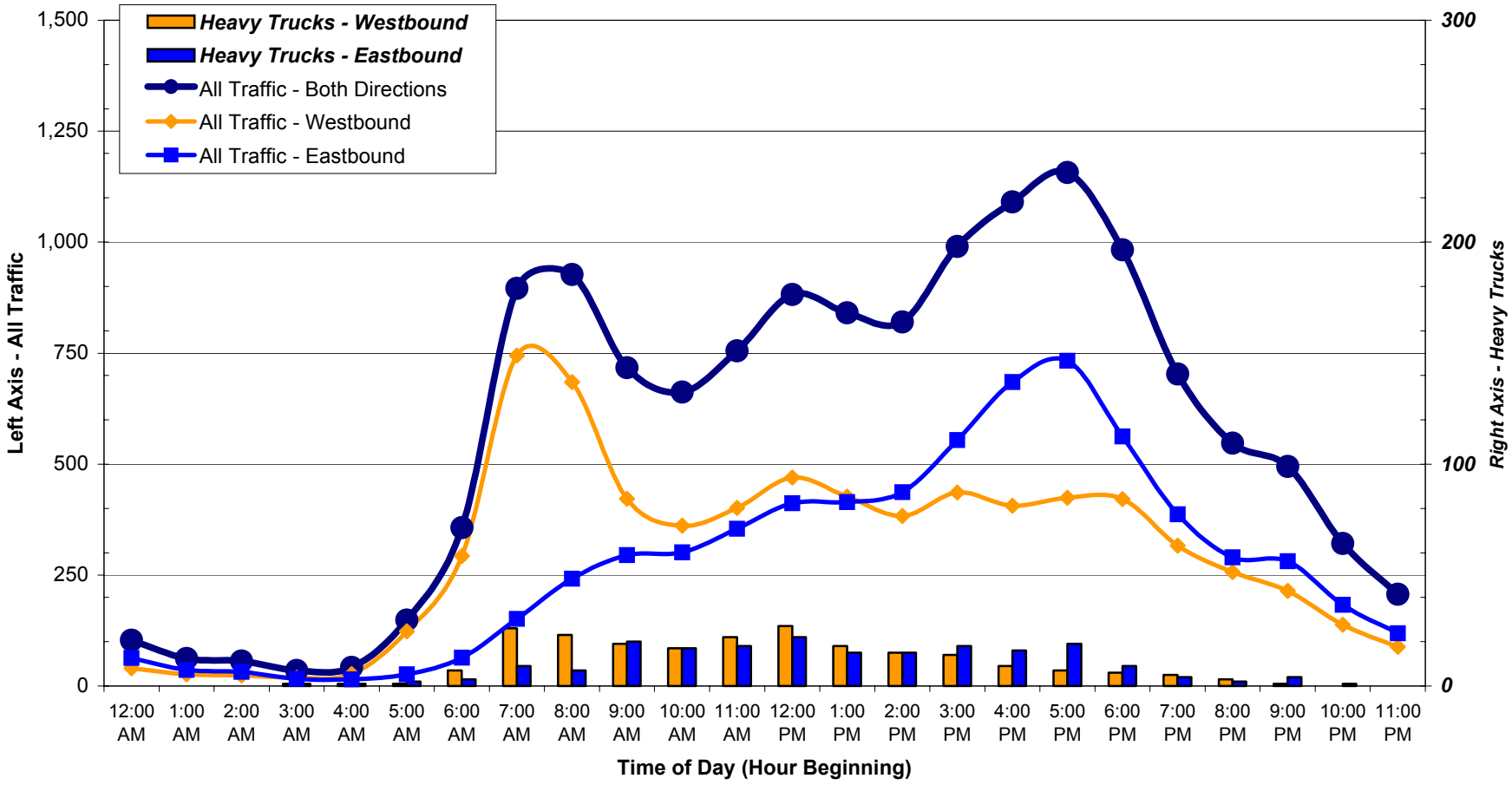
- During the morning peak period, 70 percent of the traffic travels westbound and 30 percent travels eastbound.
- During the noon hour, traffic levels are somewhat balanced in each direction.
- During the evening peak period, 63 percent of the traffic travels eastbound, and 37 percent travels westbound.
- Truck volumes are heaviest between 7 AM and 3 PM. During this eight-hour period, hourly truck volumes range from 30 to nearly 50 trucks per hour.
- According to the traffic counts, between 10 and 15 buses per hour travel along Division, just east of SE 31st Avenue, between 7 AM and 6 PM.

Traffic counts were conducted on SE Division Street east of SE 24th Avenue on December 2, 2004. Traffic levels are slightly higher on the western portion of SE Division Street, with ADT reaching 15,000 vehicles each weekday. Traffic peaking is similar to that previously described, but peak hour volumes are higher. For example, the two-way morning peak hour volumes are almost 1,100 vehicles per hour, with 850 vehicles or 77 percent of the vehicles traveling westbound. During the noon hour, two-way traffic levels reach 940 vehicles per hour, with a pretty even distribution of travel direction. During the evening commute period, two-way traffic volumes reach 1,250 vehicles per hour, with over 800 vehicles or 65 percent of the vehicles traveling eastbound.

During peak period, traffic demands along SE Division Street are equal to and sometimes exceed the roadway's throughput capacity.

Figure 3. Existing 24-Hour Traffic Flow Profiles

(Average Weekday Volumes along SE Division Street just east of SE 31st Avenue)



Source: Traffic counts by City of Portland - October 2004.

Travel Speeds and Intersection Delay

To assess travel speeds and delays along SE Division Street, four travel time surveys were conducted in both the westbound and eastbound directions and during both the morning and evening peak periods between SE 9th Avenue and SE 61st Avenue. The travel time surveys were conducted with one vehicle consisting of a driver and a passenger who noted travel times between key intersections and delays experienced at each intersection, between 7 AM and 9 AM and between 4 PM and 6 PM on Wednesday, November 10, 2004. The results of the travel time surveys are included in the Appendix.

The travel time surveys showed that the average travel speeds between SE 61st Avenue and SE 9th Avenue are:

- The AM peak period, westbound: 13 mph
- The AM peak period, eastbound: 16 mph.
- The PM peak period, eastbound: 13 mph.
- The PM peak period, westbound: 16 mph.

The slowest travel speeds occur near SE 60th, 50th, 39th, 20th/21st, and 12th Avenues.

Westbound peak hour morning traffic at 12th St

SE Division Street has a 25 mph posted speed zone. Vehicular travel speeds were recorded on a 24-hour basis at two locations on SE Division Street: east of SE 31st Avenue and west of SE 47th Avenue. Table 1 shows the results of the speed surveys.

Table 1. Recorded Travel Speeds

Location	Direction	85th Percentile Speed	Percent over 25 mph	Percent over 35 mph
East of SE 31st Avenue	Westbound	28 mph	38%	0.8%
	Eastbound	29 mph	43%	1.2%
West of SE 47th Avenue	Westbound	30 mph	64%	2.2%
	Eastbound	29 mph	47%	1.5%

As shown in Table 1, the 85th percentile travel speeds (i.e., the speed at which 85% of motorists travel at or below) on SE Division Street east of SE 31st Avenue is between 28 and 29 mph. Between 38% and 43% of motorists traveling near SE 31st Avenue exceed the posted 25 mph speed zone. Up to 1.2% of motorists travel more than 10 mph above the speed zone.

Travel speeds on the segment west of SE 47th Avenue are higher. This segment of SE Division Street includes few traffic controls and is straight. The 85th percentile speeds are between 29 and 30 mph, but in the westbound direction, 64% of motorists exceed 25 mph and 2.2% of motorists exceed 35 mph.

During the AM peak period and in the westbound direction, significant westbound delays (delays of 35 seconds or more) are experienced at the following intersections:

- SE 57th Avenue (47 seconds),
- SE 52nd Avenue (42 seconds),
- SE 39th Avenue (167 seconds),
- SE 34th Avenue (51 seconds), and
- SE 20th/21st Avenues (66 seconds).

During the AM peak period and in the eastbound direction, significant eastbound delays are experienced at the following intersections:

- SE 11th Avenue (40 seconds)
- SE 20th/21st Avenues (38 seconds)

During the PM peak period and in the eastbound direction, significant eastbound delays are experienced at:

- SE 12th Avenue (37 seconds),
- SE 20th/21st Avenues (35 seconds),
- SE 34th Avenue (43 seconds),
- SE 39th Avenue (121 seconds),
- SE 50th Avenue (83 seconds), and
- SE 52nd Avenue (134 seconds).

During the PM peak period and in the westbound direction, significant westbound delays are experienced at:

- SE 52nd Avenue (35 seconds),
- SE 39th Avenue (69 seconds),
- SE 28th Avenue (50 seconds), and
- SE 20th/21st Avenue (64 seconds).

The intersection delay results are included in the Appendix.

Intersection Focus Areas

The following seven signalized intersections along SE Division Street were evaluated for level-of-service and traffic operational purposes: SE 11th, 12th, 20th/Ladd, 21st, 39th, 50th, and 60th Avenues, as shown in Figure 4. The first three traffic study areas were chosen for the complexity of their intersections and traffic interactions, 50th was chosen for its role as a Neighborhood Collector in PDOT's street hierarchy and the intersection geometry, and 60th was chosen as one of the last intersections within the study area.

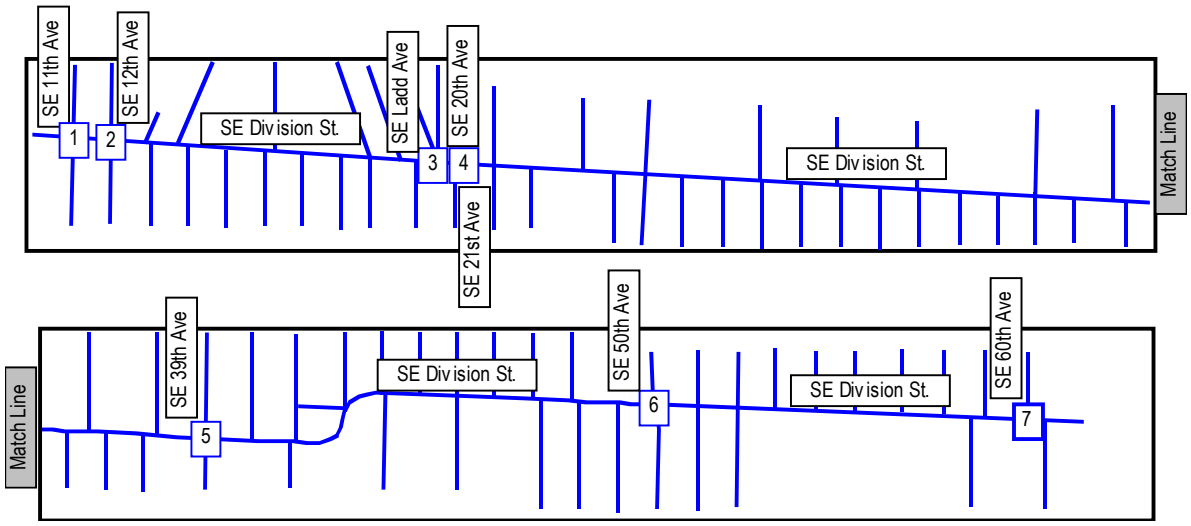


Figure 4. Seven Study Intersections on Division Street

11th/12th Avenues

Both 11th and 12th Avenues are one-way streets where they cross Division St. (Figure 5). 11th Avenue experiences a great deal of southbound traffic movements towards Powell Blvd., Milwaukie Avenue, and the Ross Island Bridge. For cars heading westbound on Division, this necessitates a left turn onto 11th Avenue, which contributes to travel delay. 12th Avenue provides a northern route towards inner southeast Portland. Since this is a transition area from the Central Eastside Industrial Sanctuary, there are a large number of trucks that pass through these intersections. Just south of these intersections is the railroad line, which disrupts the flow of traffic and leads to erratic driver behavior at times. Figures 6 and 7 illustrate the AM and PM peak hour traffic volumes at these intersections.

At the same time, there are numerous pedestrian movements through these intersections due to intersecting bus lines. Pedestrian numbers are further increased due to the location of several social service providers. Bicyclists at these intersections are traveling from the Clinton Street bike boulevard and are primarily trying to access the Springwater Corridor on the Willamette or other local destinations such as OMSI or Genie's Café. Given the lack of bicycle lanes and the heavy volume of traffic, bicyclists consequently use the sidewalk through the intersections.

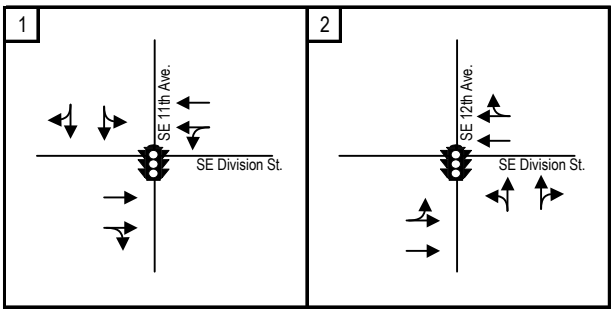


Figure 5. Existing Lane Configuration and Traffic Control at 11th/12th

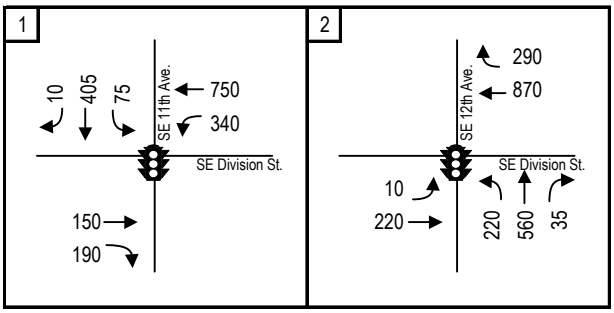


Figure 6. Existing AM Peak Hour Traffic Volumes at 11th/12th

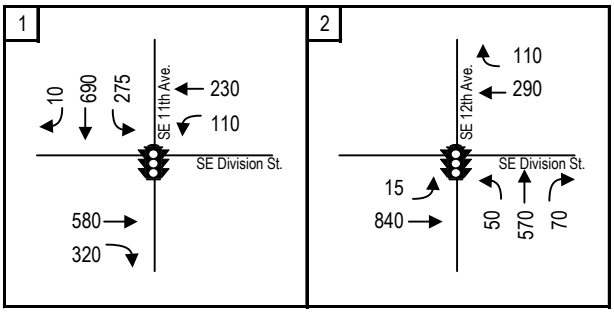


Figure 7. Existing PM Peak Hour Traffic Volumes at 11th/12th

LEGEND

- Travel Lanes/ Turning Movements
- STOP Sign Control
- Traffic Signal

20th/21st Avenues

"Seven Corners" is a complicated intersection, given the multiple signals and streets that meet at Division Street (Figure 8), causing complex transportation issues. The multiple signals can lead to confusion among motorists who are unfamiliar with the intersection and cause them to run red lights. The short signal timing and separate phasing of the north-south signals at 20th and 21st contribute to traffic congestion at this intersection. Figures 9 and 10 illustrate the existing AM and PM peak hour traffic volumes at this intersection.

The location of the New Seasons parking lot entrance creates problems for motorists trying to enter and leave the parking lot. Accessing the parking lot from the westbound direction on Division Street requires a left turn, which causes delay while backing up traffic into the intersection. For motorists trying to leave the parking lot and continue westbound, it can be difficult, especially in the evening travel time, to find a gap across the eastbound travel lanes.

The complicated layout of the intersection interferes with the movement of bicyclists and pedestrians as well. Pedestrians must cross multiple crosswalks to travel through the intersection. Pedestrians also have transit choices at this intersection, and will often dart from one side of the street to the other trying to catch either the #10 or #4 bus. Bicyclists traveling on the highly popular Ladd-Clinton Street bikeway must zigzag from Ladd across Division to 21st, a maneuver complicated by the traffic volumes.

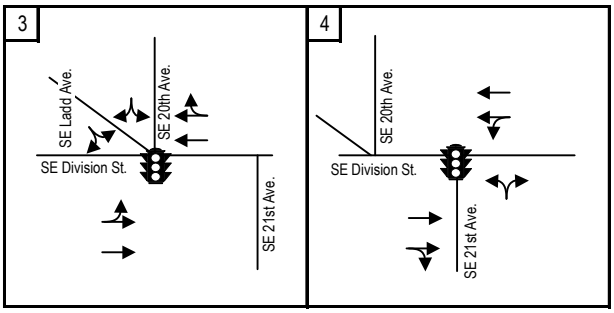


Figure 8. Existing Lane Configuration and Traffic Control at 20th/21st

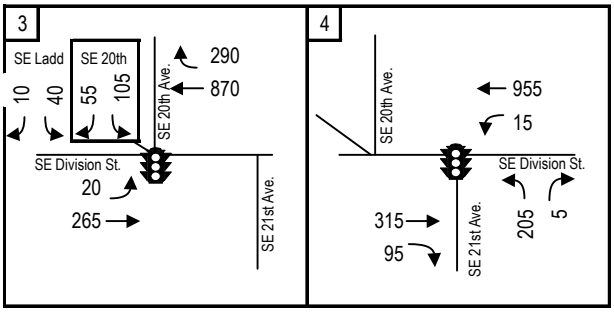


Figure 9. Existing AM Peak Hour Traffic Volumes at 20th/21st

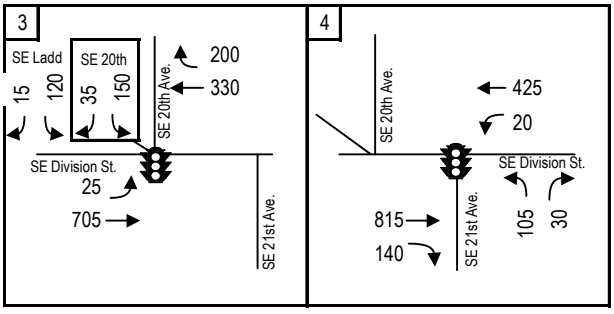


Figure 10. Existing PM Peak Hour Traffic Volumes at 20th/21st

LEGEND

- Travel Lanes/ Turning Movements
- STOP Sign Control
- Traffic Signal

39th Avenue

The intersection at 39th and Division Street is a key problem (Figure 11). The lack of protected turn signal phasing on Division is one factor creating long traffic queues extending several blocks in each direction during the peak travel periods. The extended waiting time at the intersection blocks through traffic movements. Travel time testing also showed that through traffic movements on Division Street were slowed by vehicles making right turns in both the east and westbound direction (Figures 12 and 13).

Other factors leading to vehicular queuing at the intersection include vehicles turning right across heavily used pedestrian crosswalks, tight corner radii, narrow lanes, as well as the effect of bus stops.

The # 4 bus on Division has more frequent service than the # 10 (on Ladd/20th), and this is a major transfer point. Due to the narrow travel lanes along Division Street, a stopped bus will occupy both its lane and a portion of the adjacent lane, blocking traffic and preventing through movements.

The multiple bus routes increase the number of pedestrians at this intersection. There is a large number of pedestrians crossing the intersection and there are often conflicts between pedestrian movements and both right and left turning vehicles. These conflicts slow both pedestrian and traffic movement through the intersection.

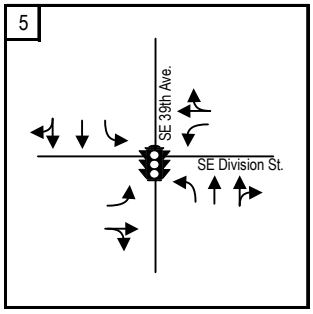


Figure 11. Existing Lane Configuration and Traffic Control at 39th

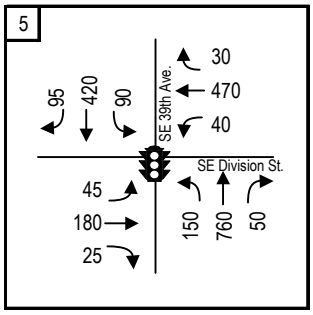


Figure 12. Existing AM Peak Hour Traffic Volumes at 39th

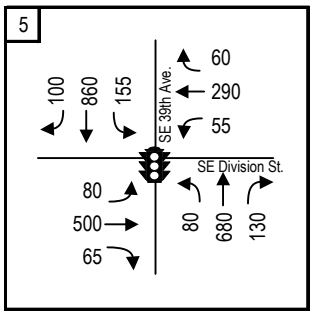
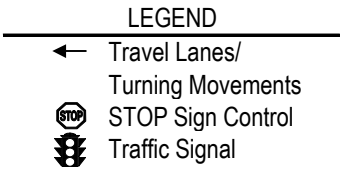


Figure 13. Existing PM Peak Hour Traffic Volumes at 39th



50th Avenue

50th Avenue is the next major traffic node along Division Street (Figure 14) and it experiences similar transportation issues as the previous intersections.

A high percentage of truck traffic uses this route as a route between Hawthorne Blvd and Powell Blvd. and the Ross Island Bridge. Motorists who are trying to avoid using 39th or 11th Avenues may also choose this route (Figures 15 and 16). Furthermore, some traffic uses 52nd Avenue as the north-south route to avoid the intersection at 50th and Division. In 1999 PDOT figures showed that 2491 vehicles used 52nd versus 8614 using 50th due to the signal at 52nd.

The intersection of 50th Avenue and Division Street supports two bus routes. The interaction between buses and other auto traffic can sometimes cause delays and back ups for both modes. The presence of buses also increases the number of pedestrians at the intersection.

For pedestrians, this is one of the widest intersections along the corridor, and crossing the intersection safely during the signal cycle can be difficult, especially for younger and older pedestrians. There are also conflicts between pedestrians crossing the wide intersections and traffic that is attempting right and left turning movements, slowing down both modes.

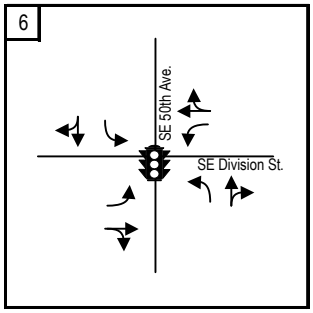


Figure 14. Existing Lane Configuration and Traffic Control at 50th

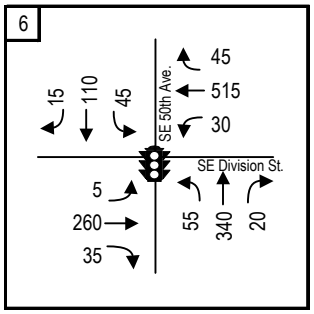


Figure 15. Existing AM Peak Hour Traffic Volumes at 50th

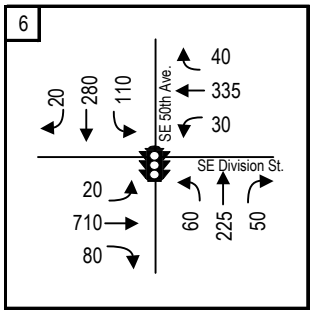
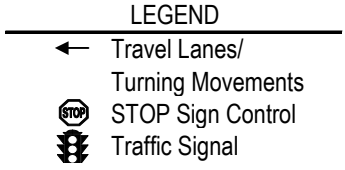


Figure 16. Existing PM Peak Hour Traffic Volumes at 50th



60th Avenue

The intersection at 60th Avenue is unique, since it serves as a gateway to Mt. Tabor park and the neighborhoods to the north and east of Division Street This intersection is also one of the very few true signalized "T" intersections along the study corridor, which reduces the number of places where pedestrians must cross traffic, as well as the auto turning movements (Figure 17). Also, 60th Avenue is only 26 feet curb to curb.

Bicyclists are more common through this intersection than at some of the earlier intersections. Bicyclists use 60th Avenue to access Mt. Tabor park, as well as the bicycle boulevard that begins on Lincoln Street, only a few blocks north of this intersection. The presence of the bicycle shop at this intersection also increases bicyclist activity in the area. Mt. Tabor park is appealing to pedestrians of all ages, and 60th Avenue is a popular entrance point for pedestrians to the park.

For motorists, this intersection performs at a high level. This is in part due to the geometry of the intersection and the balanced use of all the lanes (Figures 18 and 19).

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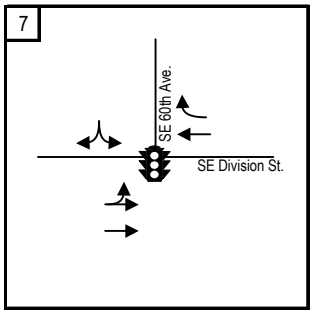


Figure 17. Existing Lane Configuration and Traffic Control at 60th

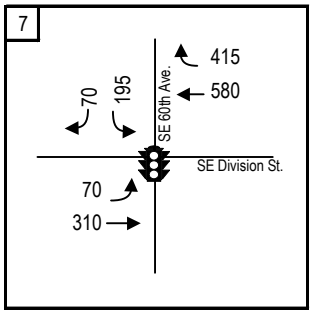


Figure 18. Existing AM Peak Hour Traffic Volumes at 60th

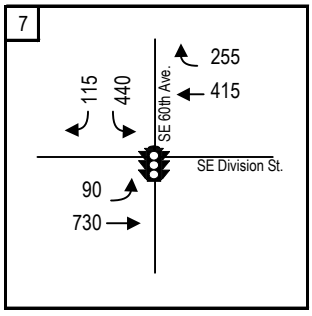
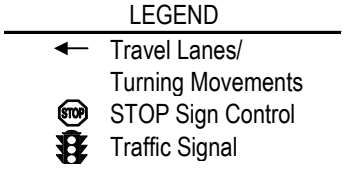


Figure 19. Existing PM Peak Hour Traffic Volumes at 60th



Overview of Analysis Methodologies

Transportation engineers have established six standards for measuring traffic capacity of roadways at intersections. The established standards are based on Level of Service (LOS) which are letter grades similar in scale to school grades. These standards range from LOS A, where traffic is relatively free flowing, to LOS F, where the street system is totally saturated with traffic and movement is very difficult. Each standard is associated with a particular level-of-service, taking into consideration:

- travel speed,
- delay,
- frequency of interruptions in traffic flow,
- relative freedom for traffic maneuvers,
- driving comfort,
- convenience, and
- operating cost.

Another method of evaluating how well a signalized intersection is operating is to compare traffic volume demand to intersection capacity. This comparison is presented as a volume-to-capacity (v/c) ratio. A v/c ratio between 0.0 and 1.0 indicates that volume is less than capacity. When the v/c ratio is close to 0.0, traffic conditions are generally free flowing with little congestion and low delays for most intersection movements. As the v/c ratio approaches 1.0, traffic becomes more congested and unstable with longer delays. Although more capacity may be available, some vehicles may have to wait through more than one green phase to get through the signal. Should a stall or accident occur, very long delays and queues result. If the v/c ratio is over 1.0, the traffic volume demand is greater than capacity, and almost all vehicles must wait through multiple signal cycles to get through the intersection. The resulting congestion also affects intersection operations in subsequent hours.

The seven study intersections were evaluated using the methodology outlined in the *2000 Highway Capacity Manual* (HCM)[1] prepared by the Transportation Research Board. Table 2 summarizes the level of service criteria for signalized intersections.

[1] Highway Capacity Manual, Transportation Research Board, Washington DC, 2000.

Table 2. Level of Service Criteria – Signalized Intersections

Level of Service	Control Delay (seconds/vehicle)
A	≤10
B	>10 and ≤20
C	>20 and ≤35
D	>35 and ≤55
E	>55 and ≤80
F	>80

Note: The LOS criteria are based on control delay, which includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Source: Transportation Research Board, Highway Capacity Manual, 2000, p. 16-2.

The Synchro/SimTraffic analysis software package was used to evaluate intersection operations for the signalized intersections along SE Division Street. Synchro is a macroscopic model similar to the Highway Capacity Software (HCS), and like the HCS, is based on the *2000 Highway Capacity Manual*. SimTraffic is a microscopic model that simulates individual vehicles using the corridor.

Inputs to Synchro/SimTraffic include turning movement volumes, vehicle types, lane configurations, traffic signal phasing and timing, and posted speed limits. Synchro/SimTraffic can be calibrated to replicate existing conditions by considering prevailing conditions such as vehicle delays and queuing.

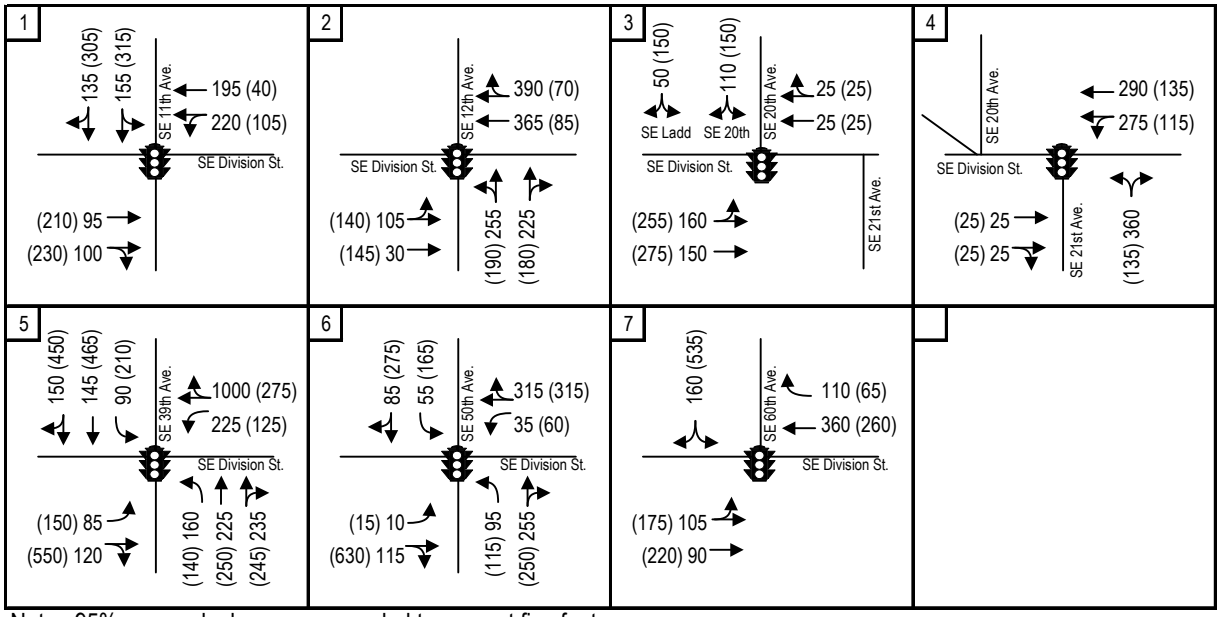
Analysis Results

During the AM peak period, six of the seven study intersections operate at LOS D or better, with the intersection at SE Division Street/SE 39th Avenue operating at LOS E. During the PM peak period, five of the study intersections operate at LOS D or better, with the intersections of SE Division Street/SE 39th Avenue and SE Division Street/SE 50th Avenue operating at LOS E.

SimTraffic was used to estimate existing 95th percentile queue lengths: vehicle queues that are exceeded only 5 percent of the time. These vehicle queue lengths are often used for design purposes. Turning pockets are usually sized to accommodate the 95th percentile queue. Figure 20 documents existing 95th percentile queues at the seven study intersections.

Table 3. Peak Hour Traffic Operations Summary

Intersection	Critical Approach/Movement	2004 Existing Conditions - AM Peak Hour			2004 Existing Conditions - PM Peak Hour		
		Delay (Seconds)	LOS	V/C Ratio	Delay (Seconds)	LOS	V/C Ratio
1 SE Division Street @ SE 11th Avenue	*Overall Intersection*	**21**	**C**	**0.77**	**30**	**C**	**0.91**
	Eastbound Thru/Right	10	A	0.38	31	C	0.91
(Signalized)	Westbound Left/Thru	25	C	0.83	31	C	0.77
	Southbound Left/Thru/Right	21	C	0.50	29	C	0.84
2 SE Division Street @ SE 12th Avenue	*Overall Intersection*	**14**	**B**	**0.63**	**15**	**B**	**0.60**
	Eastbound Left/Thru	9	A	0.17	16	B	0.65
(Signalized)	Westbound Thru/Right	11	B	0.83	12	B	0.56
	Northbound Left/Thru/Right	20	B	0.65	15	B	0.48
3 SE Division Street @ SE 20th Ave/SE Ladd Ave.	***Overall Intersection***	**37**	**D**	**0.56**	**17**	**B**	**0.64**
	Eastbound Left/Thru	11	B	0.56	11	B	0.68
(Signalized)	Westbound Thru/Right	1	A	0.75	1	A	0.34
	Southbound Left/Right	29	C	0.43	38	D	0.64
	Southeastbound Left/Right	34	C	0.31	67	E	0.81
4 SE Division Street @ SE 21st Avenue	***Overall Intersection***	**46**	**D**	**0.54**	**11**	**B**	**0.52**
	Eastbound Thru/Right	1	A	0.19	1	A	0.42
(Signalized)	Westbound Left/Thru	57	E	0.92	25	C	0.78
	Northbound Left/Right	84	F	0.96	37	D	0.67
5 SE Division Street @ SE 39th Avenue	***Overall Intersection***	**62**	**E**	**0.74**	**57**	**E**	**0.82**
	Eastbound Left	16	B	0.30	19	B	0.26
(Signalized)	Eastbound Thru/Right	47	D	0.83	117	F	1.15
	Westbound Left	15	B	0.10	24	C	0.32
	Westbound Thru/Right	175	F	1.32	25	C	0.60
	Northbound Left	39	D	0.69	65	E	0.65
	Northbound Thru/Right	33	C	0.84	51	D	0.93
	Southbound Left	33	C	0.49	53	D	0.74
	Southbound Thru/Right	23	C	0.60	43	D	0.90
6 SE Division Street @ SE 50th Avenue	***Overall Intersection***	**25**	**C**	**0.63**	**58**	**E**	**0.73**
	Eastbound Left	10	B	0.02	8	A	0.04
(Signalized)	Eastbound Thru/Right	13	B	0.42	72	E	0.99
	Westbound Left	6	A	0.08	17	B	0.16
	Westbound Thru/Right	15	B	0.79	18	B	0.44
	Northbound Left	93	F	0.78	87	F	0.72
	Northbound Thru/Right	36	D	0.75	57	E	0.84
	Southbound Left	69	E	0.62	132	F	0.81
	Southbound Thru/Right	22	C	0.28	43	D	0.72
7 SE Division Street @ SE 60th Avenue	*Overall Intersection*	**8**	**A**	**0.66**	**15**	**B**	**0.86**
	Eastbound Left/Thru	7	A	0.36	15	B	0.78
(Signalized)	Westbound Thru	12	B	0.78	14	B	0.62
	Westbound Right	1	A	0.38	1	A	0.22
	Southbound Left/Right	15	B	0.52	23	C	0.73



Note: 95% queues by lane were rounded to nearest five feet.

10 (20) 95th Percentile Queue
AM (PM)

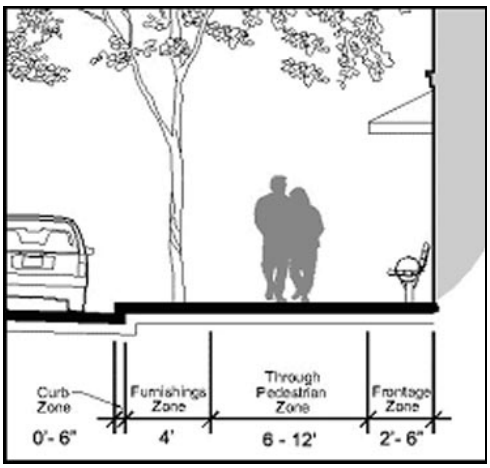
Figure 20: Existing 95% Queues, AM and PM

Pedestrian Environment

Among the most important elements of a vital main street area is a strong, inviting pedestrian environment. Walking is the main ingredient in making main streets neighborhood oriented.

The sidewalks on Division Street provide a consistent walking environment. The total sidewalk corridor width is 12 feet on each side, with the Pedestrian Clear Zone typically six to eight feet. The remaining space includes two feet in the Frontage Zone and four feet in the Furnishings Zone. The Furnishings Zone landscaping varies considerably along the corridor, from nothing to young trees to the new bioswale treatment at New Seasons market. This is generally sufficient from 12th to 35th Streets; however, the lack of peak period parking (or some other buffer, like a bioswale) to buffer the sidewalk area from traffic impedes the walking experience.

Pedestrians have a number of easily accessible destinations on Division Street Figure 21 illustrates the large areas of commercial and open space that are within easy walking distance of Division Street



Typical elements in Sidewalk Corridor

Pedestrians waiting to cross at 30th

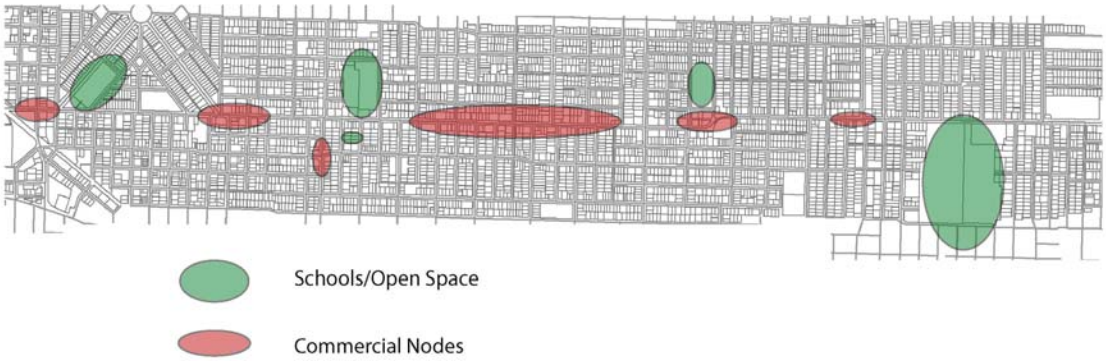


Figure 21. Pedestrian Attractors Near Division St

However, there is a disconnect between these destinations and the pedestrian. Many of the commercial nodes are readily accessible, yet there is no unifying feature that ties these nodes together and encourages the pedestrian to continue down Division Street from one node to another.

Pedestrians have difficulty accessing schools and open spaces as well. With five schools located adjacent to or on Division Street, the sense of being near a school should be stronger to the pedestrian. Currently, the only way for pedestrians along Division Street to know they are near a school is to notice the school zone traffic signs.

Pedestrian comfort and safety of crossing the street is another major issue. The lack of mature street trees and additional greenery along the corridor detract from pedestrian comfort. Signalized crossings exist at 11th and 12th, Orange, 17th, 20th/21st, 26th, 28th Place, 34th, 39th, 50th, 52nd, 57th, and 60th. In addition, marked crosswalks are located at 30th, 31st, 41st, and 47th. Still, crossing Division Street on foot is often challenging. This is particularly noticeable at "Seven Corners," where pedestrians must use multiple crosswalks to travel from one side of the street to the other. Another particularly difficult stretch for pedestrians is between 30th and 39th, where the signal at 34th and the crosswalks at 30th and 31st provide the only marked crossings for a vital ten-block stretch of Division Street.

The number of pedestrians at study area intersections was counted in October 2004 between 7 and 9 AM and between 4 and 6 PM. Table 4 summarizes the pedestrian counts.

Table 4. Pedestrian Counts

		2004 Existing Conditions - AM Peak Hour			2004 Existing Conditions - AM Peak Hour		
Intersection	**Sidewalk Direction**	**7:00 - 8:00 AM**	**8:00 - 9:00 AM**	**7:00 - 9:00 AM**	**4:00 - 5:00 PM**	**5:00 - 6:00 PM**	**4:00 - 6:00 PM**
1 SE Division Street @ SE 11th Avenue	Southbound	4	18	**22**	15	7	**22**
	Westbound	1	1	**2**	7	7	**14**
Count Date: 10/6/04	Northbound	2	7	**9**	2	8	**10**
	Eastbound	8	7	**15**	6	10	**16**
2 SE Division Street @ SE 12th Avenue	Southbound	16	9	**25**	9	9	**18**
	Westbound	5	4	**9**	10	3	**13**
Count Date: 10/7/04	Northbound	5	13	**18**	6	14	**20**
	Eastbound	8	11	**19**	15	28	**43**
3 / 4 SE Division St. @ SE 20th Ave/	Southbound	8	12	**20**	30	20	**50**
SE 21st Ave/SE Ladd Ave.	Westbound	4	8	**12**	14	10	**24**
	Northbound	2	3	**5**	13	10	**23**
Count Date: 10/12/04	Eastbound	8	24	**32**	37	25	**62**
	Southeastbound	6	20	**26**	16	18	**34**
5 SE Division Street @ SE 39th Avenue	Southbound	33	12	**45**	36	45	**81**
	Westbound	9	5	**14**	10	5	**15**
Count Date: 10/7/04 AM, 10/13/04 PM	Northbound	5	6	**11**	19	11	**30**
	Eastbound	9	7	**16**	30	27	**57**
6 SE Division Street @ SE 50th Avenue	Southbound	10	20	**30**	11	8	**19**
	Westbound	13	21	**34**	13	9	**22**
Count Date: 10/6/04 AM, 10/7/04 PM	Northbound	12	21	**33**	10	8	**18**
	Eastbound	9	14	**23**	11	3	**14**
7 SE Division Street @ SE 60th Avenue	Southbound	7	4	**11**	2	2	**4**
	Westbound	5	10	**15**	3	5	**8**
Count Date: 10/6/04 AM, 10/13/04 PM	Northbound	0	0	**0**	0	1	**1**
	Eastbound	6	5	**11**	10	1	**11**

As shown in Table 4, pedestrian volumes are substantial at most of the study intersections, with the highest volumes experienced at SE 20th, 21st, Ladd Avenues and at SE 39th Avenue.

The Synchro/SimTraffic model can be used to predict the availability of gaps in the traffic stream to enable pedestrians to cross from one side of Division to the other side. Based on existing conditions (i.e., traffic volumes, traffic signal locations, traffic signal phasing and timing), observations were made to estimate the frequency of adequate gaps to enable pedestrians to cross Division in the most heavy pedestrian area, between SE 34th and 39th Avenues. The SimTraffic

model simulation was observed at a midpoint between these streets and it was assumed that about eight seconds would be needed by a pedestrian to adequately cross Division.

Based upon SimTraffic's traffic simulation, it is estimated that adequate gaps are available an average of once every 25 seconds during the AM peak hour and once about every 35 seconds during the PM peak hour. During these periods, it may take more than a minute for an adequate gap to appear, however, and several gaps sometimes appear in succession.

School Zones

There are four school zones on Division Street that cover the five schools on Division Street, which are, from east to west: Atkinson, Franklin, Richmond, Hosford, and Abernethy. School zone signing and markings are currently being upgraded to reflect recent school zone legislation. The upgrade project is in the final stage of completion.

Transit

Eight transit lines run along or across Division Street within the study area. The main line along the street is the #4 bus line, which runs from the city center across the Hawthorne Bridge and onto Division Street near 7th. The line continues on Division Street to the Gresham Transit Center. The #4 line is a frequent service line with buses running every 15 minutes or better during the day, every day. Additional lines that intersect Division in the study area are shown in Figure 22 below.

Pedestrian walking to transit

Figure 22. Bus Lines and Stops Near Division Street

The most heavily used bus stops along the corridor occur at 12th, with 362 average boardings per day; and 39th, with 486 average boardings per day. At the "Seven Corners" (Ladd/20th/21st) intersection, pedestrians waiting for a downtown bus may choose between the #4 or #10, and dash across Ladd Avenue when they see a #10 bus approaching. The intersection at 39th has been identified as a problem by residents, where traffic backs up on Division for several blocks in each direction during peak hour travel time, which is impacted by and affects the transit routes along 39th and Division.

The 2000 US Census results (see Table 3) indicate that over 18% of the population who live within the eight census tracts that encompass the study corridor use transit as their primary mode of transportation to work. An additional 4.5% bike and a further 3.9% walk to work. With the addition of the 4.5% of the people who work at home, this means that over 30% of the population living within the immediate area of Division Street regularly get to work without driving their car.

Table 5. Commute to Work Data for Division Street Corridor and City of Portland

	Total	Car, Truck or Van	Public Transit	Bicycle	Walk	Home
Division St. Total	13692	9260	2482	621	532	626
Division St. Percent		67.63%	18.13%	4.54%	3.89%	4.57%
Citywide Total	270996	204688	33410	4775	14192	11780
Citywide Percent		75.53%	12.33%	1.76%	5.24%	4.35%

Source: US Census Bureau, SF3, Table P30

Bicycles

Division Street has no dedicated bikeway facilities west of SE 52nd, while east of 52nd Division Street is designated as a city bikeway. The City's Bicycle Master Plan identifies Clinton and Lincoln Streets as the primary bikeways in the area. Additional north-south bicycle boulevards that cross Division include: SE Ladd, SE 26th, SE 34th, SE 41st, and SE 45th Ave as shown in Figure 23.

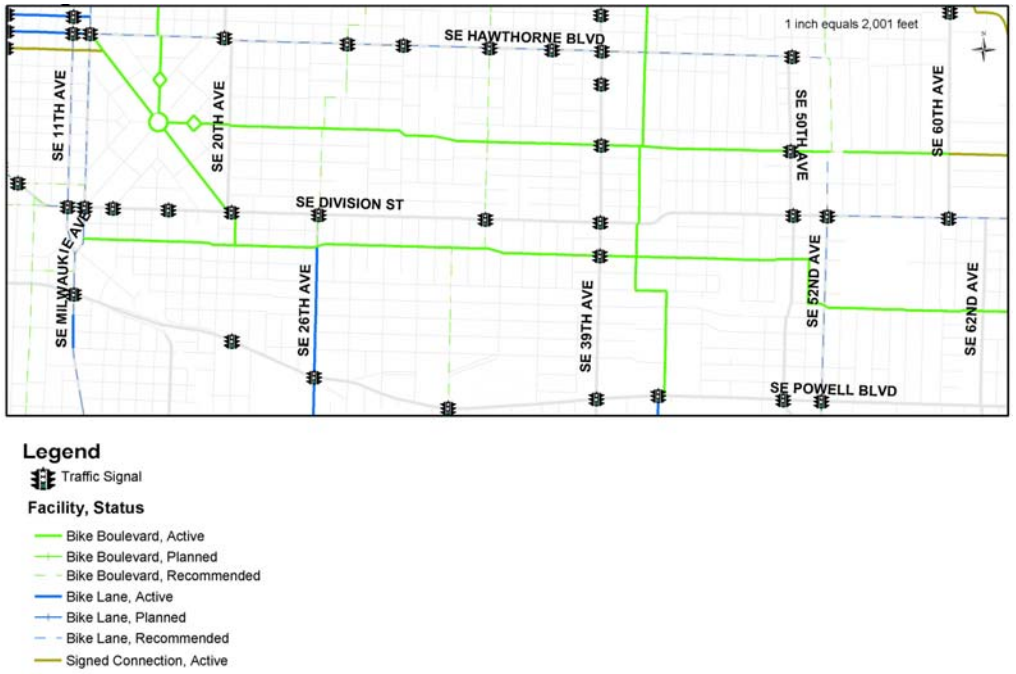


Figure 23: Division Area Bikeways

This does not mean that bicyclists are absent from Division Street. From 11th-20th, bicyclists flow through in a rather chaotic fashion trying to access the Springwater Corridor and Willamette Greenway Trail. Further east, bicyclists traveling the popular Ladd-Clinton St bikeway play leapfrog with cars and buses.

Bicycle parking outside Division St business

Furthermore, there are a number of businesses on Division Street that appeal to people who rely on a bicycle as their main form of transportation, indicating a need for adequate bicycle parking.

The provision of bicycle parking on Division Street occurs in two ways. When properties are redeveloped, the owner is responsible for installing bicycle parking, and many property owners are creating effective, usable bicycle parking, as shown in the picture above. The city also provides bicycle parking in the furnishings zone near popular destinations such as coffee shops (Red and Black, Stumptown) and book stores (Laughing Horse Books).

Urban Design Analysis

Land Use & Zoning

The Bureau of Planning (BOP) is currently conducting a Commercial Corridors Project to compile baseline information on Portland's commercial streets. SE Division Street is divided into three separate segments identified by the BOP:

- from intermittently commercial (SE 12th – SE 29th),
- to more continuously commercial (SE 29th – SE 42nd),
- to intermittently commercial again (SE 42nd – SE 68th).

From this analysis, the BOP highlighted similarities and differences among the segments. The main similarity is the lack of very large commercial lots (> 20,000 square feet) along SE Division Street Differences include:

- The middle segment (SE 29th – SE 42nd) has a much smaller average square foot lot size, and significantly more commercially zoned lots when compared with the other two segments.
- The westernmost and middle segments have very low lot vacancy rates compared to the easternmost segment and citywide commercial corridor averages.

The land use pattern is a mix of low to medium density residential, commercial, and some office uses. While the commercial uses are predominately retail and restaurant, there are pockets of light industrial. Auto mechanic shops make up the majority of the light industrial uses. Single family detached housing is interspersed with low-rise (1-2 story) multi-family housing. Considering the mix of uses, there are relatively few mixed-use buildings along the corridor. Aside from nearby schools located within the corridor, there is no direct access to designated open space along Division Street until Clinton Park, between 55th and 56th Avenue.

A discussion of land use and zoning is a complicated question for Division Street There are a small number of current land uses along Division Street that are non-conforming uses based on the zoning code. The land uses in the study area and actual zoned activities are shown in Figure 24.

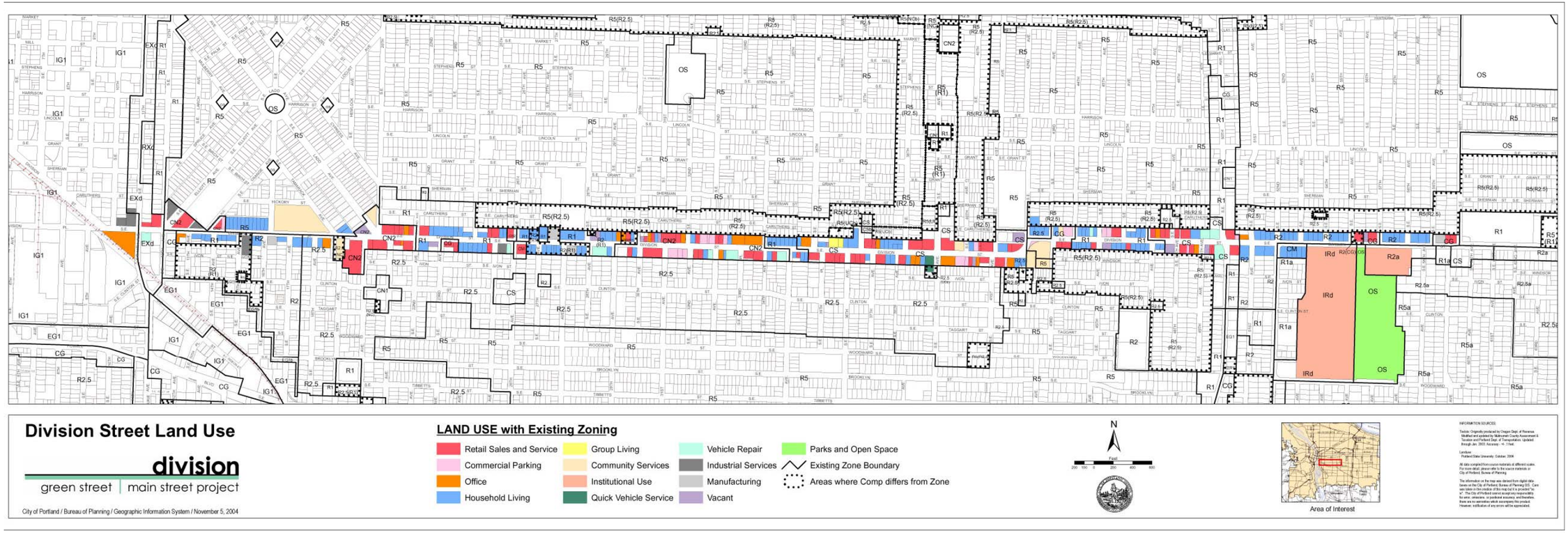


Figure 24: Land Use and Zoning Along Division Street Corridor

Redevelopment Potential

The Bureau of Planning's Commercial Corridor study led to several conclusions about the redevelopment potential of SE Division Street

Vacant building along SE Division St

- SE 12th – SE 29th: Commercial zoning is predominantly neighborhood commercial. In this segment, commercial lot utilization is above average; however, multi-family lot utilization indicates that reuse/redevelopment allowed by zoning has not yet occurred.
- SE 29th – SE 42nd: This segment has a slightly higher business density than the other two sections; however, commercial lot utilization is below average. The commercial zoning is a mix of storefront, mixed, and neighborhood commercial.
- SE 42nd – SE 68th : The commercial zoning is predominantly storefront commercial. The utilization rates for commercial and multi-family lots indicate that reuse/redevelopment allowed by zoning has not yet occurred.

Commercial and Residential Types

Commercial/office buildings are predominately single story, with a brick or stucco finish or converted single family structures. In some areas (Seven Corners, 30th Avenue, 34th Avenue) anchor grocery stores or clusters of new commercial businesses are contributing to successful commercial nodes. These nodes of commercial success are resulting in a livelier street atmosphere, as they are hubs of pedestrian activity throughout the day. Clusters of vacated buildings and poor quality renovations detract from the streetscape atmosphere; however, they also show promise for redevelopment.

Lauro Restaurant, 34th and Division

While commercial/office redevelopment is happening along Division Street, residential redevelopment is slow to follow. Single family detached houses are a mixture of pre-1940's bungalows, Victorian-style homes, farmhouses, and recent rowhouses. Conditions range from well maintained to vacant and boarded up. Multi-family housing is predominately a mixture of 1-2 story ranch apartments. Most of the multi-family housing is set back from the street with parking in front.

Predominant housing style along Division

There are a number of commercial and residential properties that appear on the City's Historic Resource

Inventory list as historically significant properties along Division Street. Many of the identified residential properties were built around the turn of the last century, while the commercial properties include the old Ford Motor Assembly Plant at 11th and Division, and the Oregon Theater at 35th and Division.

Streetscape Character

Architecture

Architecture can assist in creating a successful streetscape. Buildings that host a successful business, and also enhance the atmosphere of the streetscape, are a benefit to their customers and community. Exemplary commercial/office buildings:

- form a defined edge to the sidewalk (streetwall),
- create a transition zone between public and private space,
- provide opportunities for seating or gathering, have a transparent quality, and
- provide a visual complexity to the streetscape without contributing to visual chaos.

Red and Black café, a successful Division St. commercial space

There are many examples of successful commercial/office buildings along Division Street.

Outdoor seating at New Season's Market

Among the less successful commercial businesses are some of the postwar buildings that are set back from the street, behind parking. This setback results in a separation of businesses from pedestrian traffic. In addition, these buildings are not complementary to the more historic commercial buildings that abut the right-of-way, providing a consistent streetwall. In many of the pre-1940 buildings along Division Street, windows have been converted to walls. This results in a lack of transparency, which can greatly affect the streetscape atmosphere. Solid walls and doors also eliminate the benefit of the transition zone between building and public right of way. Patchwork renovations add to chaos, resulting in a street that appears disorganized.

Powerlines along the corridor without landscaping

Built and Green Infrastructure

The infrastructure beyond the buildings: sidewalks, road, utilities, and landscaping, is equally crucial to the success of the streetscape. Visual order and interest, physical comfort and safety, and a diversity of spaces that provide multiple uses are all indicators of great streets. There are several successful examples of this along Division Street. New

Seasons Market provides outdoor seating and a landscape strip that buffers the pedestrian and treats stormwater. Curb extensions between 30th and 32nd Avenue provide safer pedestrian crossings. Quality renovations to buildings - such as the building that houses Lauro and Stumptown Roasting, with an upgraded parking lot that meets BES stormwater standards - provides the look of a garden courtyard, rather than a parking lot.

Along Division, there are many infrastructure elements detracting from visual interest and order. Powerlines dominate the entire length of the corridor. An inconsistent tree canopy and landscape plantings also detract from order and interest. Throughout the corridor, the only street furnishings, other than bus shelters and facilities, are associated with private businesses.

On streets with commercial destinations and high transit use, pedestrian safety is crucial. Marked pedestrian crossings along Division Street are at major intersections and school crossings. Separation from traffic - through consistent landscaping, furnishings, or lighting treatments within the furnishing zone - would also enhance pedestrian comfort. East of 28th Place, pedestrians are buffered from traffic by parked cars, but only during off-peak hours west of 28th Place. Overhead powerlines, driveway curb cuts, and lack of consistent and appropriate tree canopy can diminish the pedestrian experience. However, Friends of Trees has assisted property owners with tree plantings over the last several years, and there are some new trees along the street. In higher pedestrian activity areas, such as commercial/office nodes and major intersections, the landscape strip is typically replaced with paved sidewalks to provide additional space for pedestrian movement.

Urban Design Focus Areas

The BOP, with advice from the Division Green Street/Main Street CWG, has selected four focus areas for urban design analysis. These areas were selected because they represent the mix of building types and building scales found along the corridor, provide opportunities for green infrastructure, contain a mix of commercial and residential uses, and provide opportunities to both enhance these specific nodes and to create examples for the remainder of the street as it changes over time. The four selected areas are:

- 11th to 13th
- 24th to 27th
- 41st to 44th
- 48th to 50th

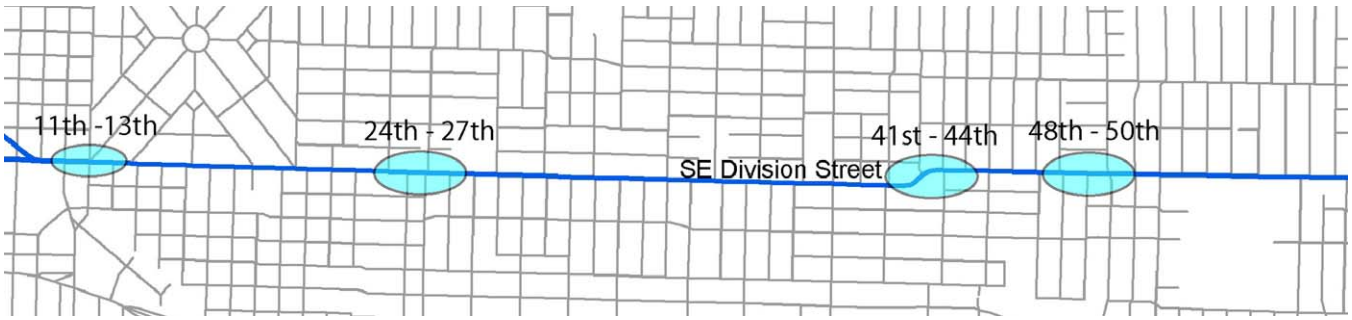


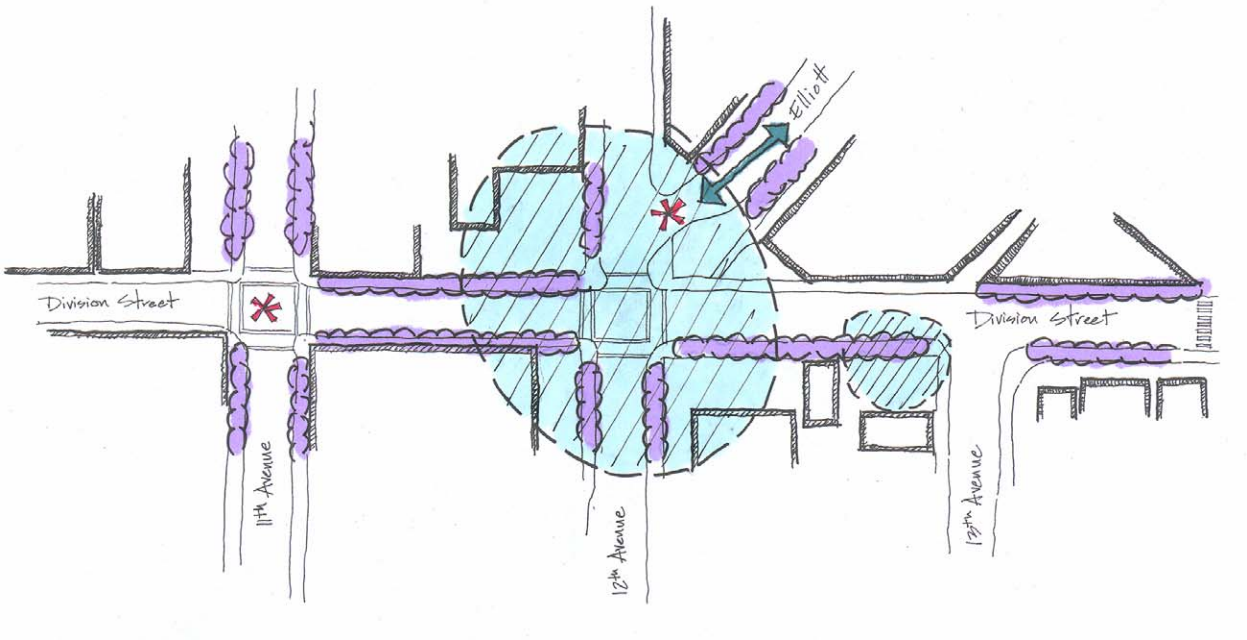
Figure 25. Urban Design Focus Areas

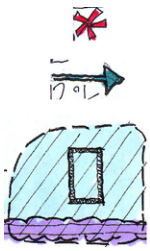
11th to 13th Avenue

This area is a transition zone between the Central Eastside Industrial Sanctuary to the Hosford-Abernethy Neighborhood. From 11th-13th Avenue, the area is a mix of light industrial and commercial uses with some office uses. After 13th Avenue, the area quickly transitions into a residential area with a neighborhood feel.

With daily traffic volumes of approximately 14,000 vehicles, the high traffic volume and its associated noise are problems for the pedestrian environment in this area. The lack of landscaping and setback buildings around the 12th Avenue intersection creates a bleak urban landscape. The recently renovated commercial and office buildings, with associated landscape improvements, on the NE corners of 11th and 12th Avenue have improved the pedestrian vitality of this area.

Opportunities





The well-defined streetwall at the 11th Avenue intersection creates an opportunity for a gateway to Division Street. Elliott Avenue presents an opportunity for a gateway treatment into Ladd's Addition and a stronger connection to the open space at the Abernethy School and the Ladd's Addition Rose Gardens.

Opportunities for redevelopment are centered at the 12th Avenue intersection. Surrounding the other three corners of the intersection are commercial businesses and office space with front parking lots. These sites offer both redevelopment potential and the opportunity to create the feeling of a plaza entry to Division Street. At the corner of 13th Avenue and Division is an existing residential lot, with no residence.

Opportunity for gateway at 11th Avenue

Opportunity site at Division and 12th

Creative Center opportunity site at 12th

Within the underutilized right-of way at the intersection of Elliott, 12th Avenue, and Division Street, there is an opportunity to integrate stormwater management with an enhanced pedestrian space. There are opportunities throughout this stretch of Division Street to enhance the right-of-way through landscaping, stormwater management features, and other street furnishings.

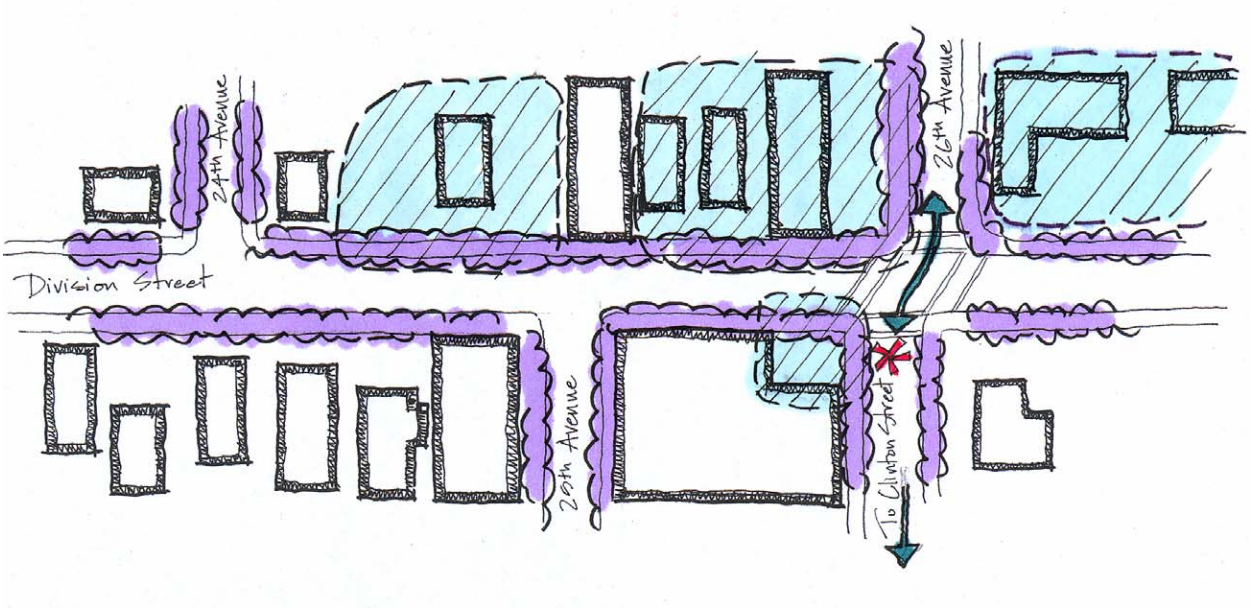
24th to 27th Avenue

The commercial development in this node is not experiencing the renovations associated with other nodes along Division Street. This may be due to the limitations of existing residential zoning (R1). From 24th Avenue, heading East, the area quickly transitions from residential to commercial only between 25th and 26th Avenue, and then back to residential with interspersed commercial between 26th and 27th Avenue. The commercial businesses consist of a leather shop, tavern, convenience store, auto mechanic shop, and a retail craft shop. 26th Avenue connects to the successful Clinton Street commercial area, just two blocks South of the Division Street intersection. The residential area is predominately single family detached housing, with the exception of the Hazelwood Manor Apartments located on the NE corner of the 26th/Division intersection.

24th and Division

The area between 25th and 26th Avenues is a bleak urban landscape due to the lack of landscaping, building setbacks, a billboard, and parking lots at the 26th Avenue intersection. The Clay Rabbit House on the SE corner is a well-kept residence/commercial space with attractive landscaping. Between 24th and 26th Avenues, there is a negative impact from the poor upkeep and renovations of several of the commercial and residential buildings.

Opportunities



There is an opportunity to build on the success of the Clinton Street area by visually connecting the two nodes. This connection could occur through consistent streetscape treatment or a gateway.

The West side of the 26th Avenue intersection could be enhanced through site renovation or redevelopment to restore the streetwall. Redevelopment sites between 25th and 26th Avenues offer potential for medium density housing, new commercial or mixed-use development, or small public spaces. There are opportunities to renovate existing businesses to improve transparency to the street and increase pedestrian safety.

There are opportunities throughout this stretch of Division to enhance the right-of-way and create more pedestrian-friendly spaces through landscaping, stormwater management features, and other street furnishings.

Reel 'em Inn at 25th

Opportunities at 26th

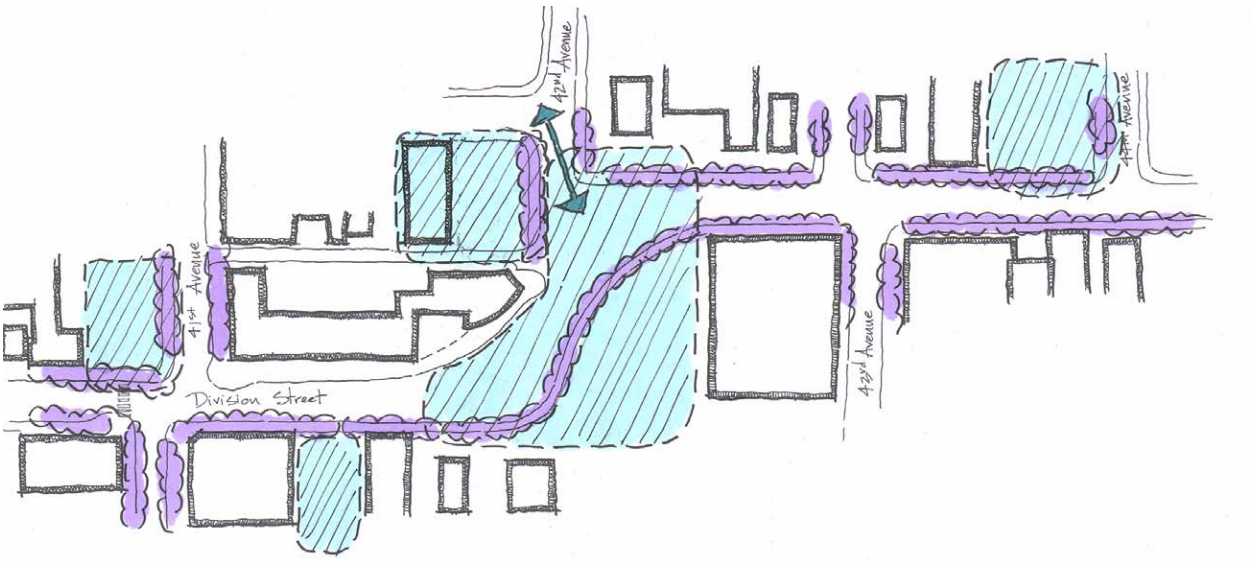
41st to 44th Avenue

This area along Division Street is also a mix of commercial/office and residential uses, with the addition of a large community service building. Commercial uses anchor each corner at the 41st Avenue/Division Street intersection, with the exception of a parking lot servicing the Maytag shop on the NW corner. Heading East, toward 42nd, the area is predominately commercial, with a few residences. At 42nd Avenue, there is a curve in the roadway, creating a lot of underutilized right-of-way. Cascadia, a large community service building on the SW corner of Division and 42nd Avenue,

has a parking lot on the South and West sides of the building. From 42nd Avenue East, the area is an eclectic mix of commercial, light industrial, and residential uses.

Expanses of asphalt in this area are a result of surface parking, vacant lots, underutilized right-of-way, and a lack of trees and landscaping. The more recent three-story mixed-use development between 41st and 42nd Avenue has added some needed vitality to this area. There is an underutilized and outdated commercial building with front parking, tucked away at the NW corner of 42nd Avenue and Division Street. The three-story Cascadia building, while offering an important community service, lacks windows along the Division Street side.

Opportunities



There is enormous potential to provide a significant community landscape in the excess right-of-way within the 42nd Avenue curve. Some of the potential opportunities for this space include:

- ecological benefit through stormwater management and greenspace,
- a community gathering space, and
- a safer connection to the Richmond School.

Businesses tucked behind curve at 42nd

Several opportunities for additional infill include underutilized parking areas and vacant lots. The best opportunity sites for infill include the parking lot at Maytag, the commercial building and parking lot on the NW corner of 42nd Avenue and Division Street, and the vacant lot on the NW corner of 44th Avenue and Division Street.

All cross-streets contain a significantly larger sidewalk right-of-way (15-20 feet), and offer potential for businesses and residences to increase the vitality of their properties. Along this entire stretch of

Division, there are opportunities to enhance the right-of-way through landscaping, stormwater management features, and other street furnishings.

48th to 50th Avenue

With the exception of one house, this stretch of Division consists of commercial/office and light industrial uses. A wine shop, juggling shop, bakery, tavern, quilt shop, bird-bath store, and auto mechanic make up part of the eclectic mix of businesses. With a few exceptions, the buildings are predominately one-story. Surface parking is concentrated at the 48th and 50th Avenue intersections. 50th Avenue is a North/South arterial; as a result, this intersection accommodates high-volumes of traffic in all directions.

Commercial businesses at Division and 50th

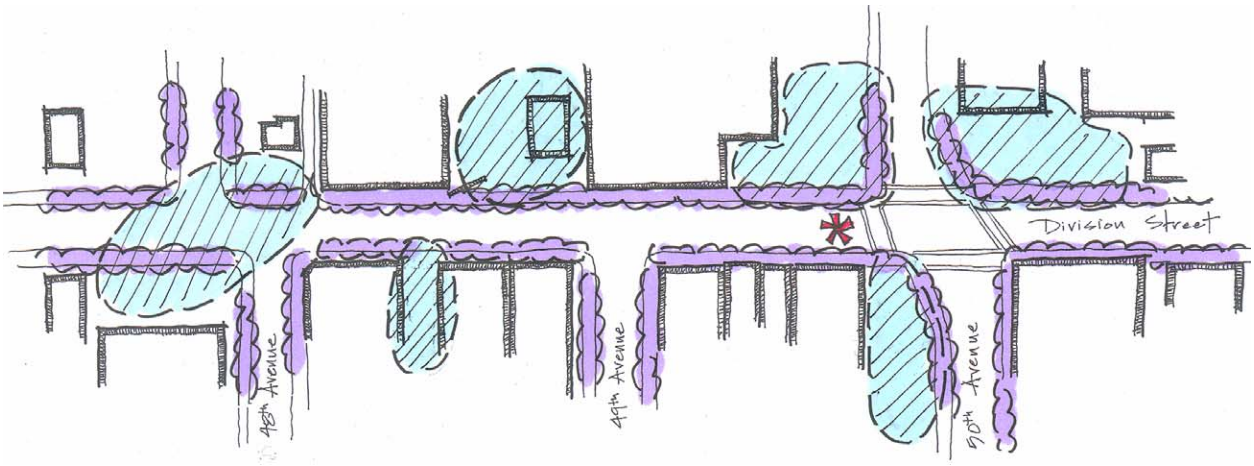
While some of the buildings have been renovated, some are in obvious disrepair or have made renovations that distract from the historical integrity of the building. Vacant lots, a billboard, and surface parking impact the vitality of this area. The 50th Avenue intersection with a large paved right-of-way due to the off-set of 50th north and south of Division Street, two corners of surface parking, and one vacant lot is particularly bleak. Pedestrians lack separation from the high volume of traffic due to narrow sidewalks on the southeast side, the lack of on-street parking in places, and the lack of street trees and other buffers between the pedestrian and the road. There are no opportunities for outdoor seating or gathering. There is an absence of street trees and site furnishings to enhance the pedestrian experience along this three-block stretch.

Former bakery at 50th and Division

Opportunities

Due to the high traffic volume at the 50th Avenue/ Division Street intersection, this is another logical location for a gateway treatment.

Vacant lots and surface parking at 50th Avenue offer potential for commercial redevelopment with a stronger orientation to the intersection. Potential infill sites between 48th and 49th are the vacant 47th Food Mart site, the residential site, and two small front parking lots associated with existing businesses.



Throughout the entire length of Division, this stretch has the most consistent streetwall adjacent to the sidewalk. Renovation of existing sites and redevelopment of vacant sites will further enhance the commercial vitality and pedestrian experience in this area. Buildings that properly address the street and provide windows will also add to a more vibrant streetscape.

Vacant property near 47th on Division

Opportunities to further improve this commercial node and enhance pedestrian experience occur through landscaping, stormwater management features, street furnishings, and off-street gathering spaces.

Elements absent from Division Street are public and private pedestrian areas away from the street. Many of the vacant lots and parking lots offer opportunities for courtyards, gardens, pocket parks, or plazas that can provide vital community gathering space and needed pedestrian space.

Appendix

Division Street Corridor - 11th Avenue to 60th Avenue (Eastbound)

Travel Time Limits: Division Street - 11th Avenue to 60th Avenue
Direction: Eastbound
Date: 11/10/2004
Time Period: Wednesday AM Peak Period (7-9 AM)

		Travel Time (Seconds)				
Measurement Points (Measure @ Centerline of Roadway)	**Distance (Feet)**	**7:10**	**7:35**	**8:05**	**8:30**	**Avg.**
SE 9th Avenue	-	-	-	-	-	**-**
SE 11th Avenue	355	60	10	60	58	**47**
SE 12th Avenue	240	8	7	16	10	**10**
SE Orange Avenue	430	16	18	16	16	**17**
SE 17th Avenue	875	18	34	40	43	**34**
SE 20th/ SE 21st Avenue	900	37	70	72	71	**63**
SE 26th Avenue	1425	62	33	40	37	**43**
SE 28th Avenue	750	23	29	24	20	**24**
SE 34th Avenue	1830	46	66	52	55	**55**
SE 39th Avenue	1755	69	88	95	95	**87**
SE 50th Avenue	3070	83	92	82	106	**91**
SE 52nd Avenue	505	16	43	17	39	**29**
SE 57th Avenue	1055	28	32	56	48	**41**
SE 60th Avenue	820	23	52	54	43	**43**
Total Run Sum.	**14010**	**489**	**574**	**624**	**641**	**582**

		Individual Intersection Delay (Seconds)				
Measurement Points (Measure @ Centerline of Roadway)	**Distance (Feet)**	**7:10**	**7:35**	**8:05**	**8:30**	**Avg.**
SE 9th Avenue	-	-	-	-	-	**-**
SE 11th Avenue	355	40	-	40	40	**40**
SE 12th Avenue	240	-	-	-	-	**-**
SE Orange Avenue	430	-	-	-	-	**-**
SE 17th Avenue	875	-	10	14	23	**16**
SE 20th/ SE 21st Avenue	900	15	47	46	45	**38**
SE 26th Avenue	1425	-	-	-	-	**-**
SE 28th Avenue	750	-	-	-	-	**-**
SE 34th Avenue	1830	-	-	-	5	**5**
SE 39th Avenue	1755	23	27	45	43	**35**
SE 50th Avenue	3070	-	-	-	25	**25**
SE 52nd Avenue	505	-	27	-	22	**25**
SE 57th Avenue	1055	-	-	20	13	**17**
SE 60th Avenue	820	-	23	24	-	**24**
Total Run Sum.	**14010**	**78**	**134**	**189**	**216**	**154**

		Speed (Mph)				
Measurement Points (Measure at Centerline of Roadway)	**Distance (Feet)**	**7:10**	**7:35**	**8:05**	**8:30**	**Avg.**
SE 9th Avenue	-	-	-	-	-	**-**
SE 11th Avenue	355	4	24	4	4	**5**
SE 12th Avenue	240	20	23	10	16	**16**
SE Orange Avenue	430	18	16	18	18	**18**
SE 17th Avenue	875	33	18	15	14	**18**
SE 20th/ SE 21st Avenue	900	17	9	9	9	**10**
SE 26th Avenue	1425	16	29	24	26	**23**
SE 28th Avenue	750	22	18	21	26	**21**
SE 34th Avenue	1830	27	19	24	23	**23**
SE 39th Avenue	1755	17	14	13	13	**14**
SE 50th Avenue	3070	25	23	25	20	**23**
SE 52nd Avenue	505	21	8	20	9	**12**
SE 57th Avenue	1055	26	22	13	15	**18**
SE 60th Avenue	820	24	11	10	13	**13**
Total Run Sum.	**14010**	**19**	**17**	**15**	**15**	**16**

Notes:
-The average Travel Times, Intersection Delay, and Speeds are summarized in the Tables above.
-Traffic had issues with buses, especially in 4 lane section when bus takes up both directional lanes.
-Three school zones along corridor with flashing lights warning of slower speeds.
-No major Eastbound congestion issues during AM peak period except near school zones.
-School congestion during end of AM peak period near Atkinson Elementary School (East end of corridor).

Division Street Corridor - 11th Avenue to 60th Avenue (Westbound)

Travel Time Limits: Division Street - 11th Avenue to 60th Avenue
Direction: Westbound
Date: 11/10/2004
Time Period: Wednesday AM Peak Period (7-9 AM)

		Travel Time (Seconds)				
Measurement Points (Measure @ Centerline of Roadway)	**Distance (Feet)**	**7:20**	**7:48**	**8:20**	**8:40**	**Avg.**
SE 61st Avenue	-	-	-	-	-	**-**
SE 60th Avenue	350	10	26	35	65	**34**
SE 57th Avenue	820	21	28	30	102	**45**
SE 52nd Avenue	1055	27	96	40	70	**58**
SE 50th Avenue	505	39	25	20	50	**34**
SE 39th Avenue	3070	219	322	140	***261***	**236**
SE 34th Avenue	1755	115	71	52	51	**72**
SE 28th Avenue	1830	63	56	58	46	**56**
SE 26th Avenue	750	31	51	48	20	**38**
SE 20th/ SE 21st Avenue	1425	77	115	37	35	**66**
SE 17th Avenue	900	25	25	32	25	**27**
SE Orange Avenue	875	19	20	26	20	**21**
SE 12th Avenue	430	29	25	35	23	**28**
SE 11th Avenue	240	10	14	9	8	**10**
Total Run Sum.	**14005**	**685**	**874**	**562**	**776**	**724**

		Individual Intersection Delay (Seconds)				
Measurement Points (Measure @ Centerline of Roadway)	**Distance (Feet)**	**7:20**	**7:48**	**8:20**	**8:40**	**Avg.**
SE 61st Avenue	-	-	-	-	-	**-**
SE 60th Avenue	350	-	14	25	***57***	**32**
SE 57th Avenue	820	-	-	-	***47***	**47**
SE 52nd Avenue	1055	-	75	7	***45***	**42**
SE 50th Avenue	505	31	10	-	***35***	**25**
SE 39th Avenue	3070	164	277	60	***165***	**167**
SE 34th Avenue	1755	71	30	-	-	**51**
SE 28th Avenue	1830	-	-	-	-	**-**
SE 26th Avenue	750	-	25	28	-	**27**
SE 20th/ SE 21st Avenue	1425	42	90	-	-	**66**
SE 17th Avenue	900	-	-	-	-	**-**
SE Orange Avenue	875	-	-	-	-	**-**
SE 12th Avenue	430	17	15	27	-	**20**
SE 11th Avenue	240	-	7	-	-	**7**
Total Run Sum.	**14005**	**325**	**543**	**147**	**349**	**341**

		Speed (Mph)				
Measurement Points (Measure at Centerline of Roadway)	**Distance (Feet)**	**7:20**	**7:48**	**8:20**	**8:40**	**Avg.**
SE 61st Avenue	-	-	-	-	-	**-**
SE 60th Avenue	350	24	9	7	4	**7**
SE 57th Avenue	820	27	20	19	5	**12**
SE 52nd Avenue	1055	27	7	18	10	**12**
SE 50th Avenue	505	9	14	17	7	**10**
SE 39th Avenue	3070	10	6	15	8	**9**
SE 34th Avenue	1755	10	17	23	23	**17**
SE 28th Avenue	1830	20	22	21	27	**22**
SE 26th Avenue	750	16	10	11	26	**14**
SE 20th/ SE 21st Avenue	1425	13	8	26	28	**15**
SE 17th Avenue	900	24	24	19	24	**23**
SE Orange Avenue	875	31	30	23	30	**28**
SE 12th Avenue	430	10	12	8	13	**10**
SE 11th Avenue	240	16	12	18	20	**16**
Total Run Sum.	**14005**	**14**	**11**	**17**	**12**	**13**

Notes:
-The average Travel Times, Intersection Delay, and Speeds are summarized in the Tables above.
-Traffic had issues with buses, especially in 4 lane section when bus takes up both directional lanes.
-Three school zones along corridor with flashing lights warning of slower speeds.
-Major westbound congestion issue at SE 39th Street during AM peak period. Queues extended beyond 45th Ave.
-This resulted in multiple cycle failures and from SE 39th west traffic traveled in one large platoon until SE 11th/12th.
-Westbound queuing at SE 39th Street seemed to peak between 7:45 and 8:00 am.
-8:40 am travel time followed a bus which skewed data especially at 39th where bus delayed by handicap passenger.

Division Street Corridor - 11th Avenue to 60th Avenue (Eastbound)

Travel Time Limits: Division Street - 11th Avenue to 60th Avenue
Direction: Eastbound
Date: 11/10/2004
Time Period: Wednesday PM Peak Period (4-6 PM)

		Travel Time (Seconds)				
Measurement Points (Measure @ Centerline of Roadway)	**Distance (Feet)**	**16:00**	**16:30**	**16:55**	**17:20**	**Avg.**
SE 9th Avenue	-	-	-	-	-	**-**
SE 11th Avenue	355	45	60	52	31	**47**
SE 12th Avenue	240	7	17	8	47	**20**
SE Orange Avenue	430	12	11	12	11	**12**
SE 17th Avenue	875	19	32	19	18	**22**
SE 20th/ SE 21st Avenue	900	36	76	54	57	**56**
SE 26th Avenue	1425	56	49	32	41	**45**
SE 28th Avenue	750	47	53	18	20	**35**
SE 34th Avenue	1830	78	82	55	145	**90**
SE 39th Avenue	1755	175	155	150	130	**153**
SE 50th Avenue	3070	155	135	120	191	**150**
SE 52nd Avenue	505	99	16	16	19	**38**
SE 57th Avenue	1055	30	30	42	40	**36**
SE 60th Avenue	820	43	59	24	25	**38**
Total Run Sum.	**14010**	**802**	**775**	**602**	**775**	**739**

		Individual Intersection Delay (Seconds)				
Measurement Points (Measure @ Centerline of Roadway)	**Distance (Feet)**	**16:00**	**16:30**	**16:55**	**17:20**	**Avg.**
SE 9th Avenue	-	-	-	-	-	**-**
SE 11th Avenue	355	30	44	-	16	**30**
SE 12th Avenue	240	-	-	-	37	**37**
SE Orange Avenue	430	-	-	-	-	**-**
SE 17th Avenue	875	-	10	-	-	**10**
SE 20th/ SE 21st Avenue	900	17	46	37	39	**35**
SE 26th Avenue	1425	25	14	-	13	**17**
SE 28th Avenue	750	26	30	-	-	**28**
SE 34th Avenue	1830	27	20	10	115	**43**
SE 39th Avenue	1755	163	115	115	91	**121**
SE 50th Avenue	3070	127	28	40	137	**83**
SE 52nd Avenue	505	134	-	-	-	**134**
SE 57th Avenue	1055	-	-	12	-	**12**
SE 60th Avenue	820	20	31	-	-	**26**
Total Run Sum.	**14010**	**569**	**338**	**214**	**448**	**392**

		Speed (Mph)				
Measurement Points (Measure at Centerline of Roadway)	**Distance (Feet)**	**16:00**	**16:30**	**16:55**	**17:20**	**Avg.**
SE 9th Avenue	-	-	-	-	-	**-**
SE 11th Avenue	355	5	4	5	8	**5**
SE 12th Avenue	240	23	10	20	3	**8**
SE Orange Avenue	430	24	27	24	27	**25**
SE 17th Avenue	875	31	19	31	33	**27**
SE 20th/ SE 21st Avenue	900	17	8	11	11	**11**
SE 26th Avenue	1425	17	20	30	24	**22**
SE 28th Avenue	750	11	10	28	26	**15**
SE 34th Avenue	1830	16	15	23	9	**14**
SE 39th Avenue	1755	7	8	8	9	**8**
SE 50th Avenue	3070	13	15	17	11	**14**
SE 52nd Avenue	505	3	21	21	18	**9**
SE 57th Avenue	1055	24	24	17	18	**20**
SE 60th Avenue	820	13	9	23	22	**15**
Total Run Sum.	**14010**	**12**	**12**	**16**	**12**	**13**

Notes:
-The average Travel Times, Intersection Delay, and Speeds are summarized in the Tables above.
-Traffic had issues with buses, especially in 4 lane section when bus takes up both directional lanes.
-Less school zone issues during PM peak period compared to AM peak period.
-Major eastbound congestion during PM peak period depended on where you were in the platoon.
-2nd and 3rd travel time runs DEA was located near front of platoon which resulted in less queuing near 39th St.
4th travel time run DEA was located near back of platoon and resulted in more queuing near 34th and 39th St.
Overall travel time runs were similar due to 4th travel time occurring near end of peak period (less volume).

Division Street Corridor - 11th Avenue to 60th Avenue (Westbound)

Travel Time Limits: Division Street - 11th Avenue to 60th Avenue
Direction: Westbound
Date: 11/10/2004
Time Period: Wednesday PM Peak Period (4-6 PM)

		Travel Time (Seconds)				
Measurement Points (Measure @ Centerline of Roadway)	**Distance (Feet)**	**16:15**	**16:45**	**17:05**	**17:40**	**Avg.**
SE 61st Avenue	-	-	-	-	-	**-**
SE 60th Avenue	350	25	40	20	63	**37**
SE 57th Avenue	820	32	28	23	25	**27**
SE 52nd Avenue	1055	31	30	37	82	**45**
SE 50th Avenue	505	46	50	14	15	**31**
SE 39th Avenue	3070	196	133	126	89	**136**
SE 34th Avenue	1755	52	49	95	53	**62**
SE 28th Avenue	1830	46	50	95	51	**61**
SE 26th Avenue	750	18	39	25	18	**25**
SE 20th/ SE 21st Avenue	1425	86	51	105	39	**70**
SE 17th Avenue	900	32	30	53	42	**39**
SE Orange Avenue	875	22	25	20	23	**23**
SE 12th Avenue	430	17	20	47	44	**32**
SE 11th Avenue	240	16	5	17	11	**12**
Total Run Sum.	**14005**	**619**	**550**	**677**	**555**	**600**

		Individual Intersection Delay (Seconds)				
Measurement Points (Measure @ Centerline of Roadway)	**Distance (Feet)**	**16:15**	**16:45**	**17:05**	**17:40**	**Avg.**
SE 61st Avenue	-	-	-	-	-	**-**
SE 60th Avenue	350	-	20	-	43	**32**
SE 57th Avenue	820	-	-	-	-	**-**
SE 52nd Avenue	1055	-	-	13	57	**35**
SE 50th Avenue	505	32	34	-	-	**33**
SE 39th Avenue	3070	110	50	48	-	**69**
SE 34th Avenue	1755	-	-	30	-	**30**
SE 28th Avenue	1830	-	-	50	-	**50**
SE 26th Avenue	750	-	19	-	-	**19**
SE 20th/ SE 21st Avenue	1425	52	-	75	-	**64**
SE 17th Avenue	900	-	-	21	10	**16**
SE Orange Avenue	875	-	-	-	-	**-**
SE 12th Avenue	430	-	-	32	30	**31**
SE 11th Avenue	240	-	-	-	-	**-**
Total Run Sum.	**14005**	**194**	**123**	**269**	**140**	**182**

		Speed (Mph)				
Measurement Points (Measure at Centerline of Roadway)	**Distance (Feet)**	**16:15**	**16:45**	**17:05**	**17:40**	**Avg.**
SE 61st Avenue	-	-	-	-	-	**-**
SE 60th Avenue	350	10	6	12	4	**6**
SE 57th Avenue	820	17	20	24	22	**21**
SE 52nd Avenue	1055	23	24	19	9	**16**
SE 50th Avenue	505	7	7	25	23	**11**
SE 39th Avenue	3070	11	16	17	23	**15**
SE 34th Avenue	1755	23	24	13	23	**19**
SE 28th Avenue	1830	27	25	13	24	**21**
SE 26th Avenue	750	28	13	20	28	**20**
SE 20th/ SE 21st Avenue	1425	11	19	9	25	**14**
SE 17th Avenue	900	19	20	12	15	**16**
SE Orange Avenue	875	27	24	30	26	**26**
SE 12th Avenue	430	17	15	6	7	**9**
SE 11th Avenue	240	10	33	10	15	**13**
Total Run Sum.	**14005**	**15**	**17**	**14**	**17**	**16**

Notes:
-The average Travel Times, Intersection Delay, and Speeds are summarized in the Tables above.
-Traffic had issues with buses, especially in 4 lane section when bus takes up both directional lanes.
-Less school zone issues during PM peak period compared to AM peak period.
-No major Westbound congestion issues during PM peak period except due to buses.

B. Land Use

The Land Use section contains the following documents:

Existing Land Use Inventory

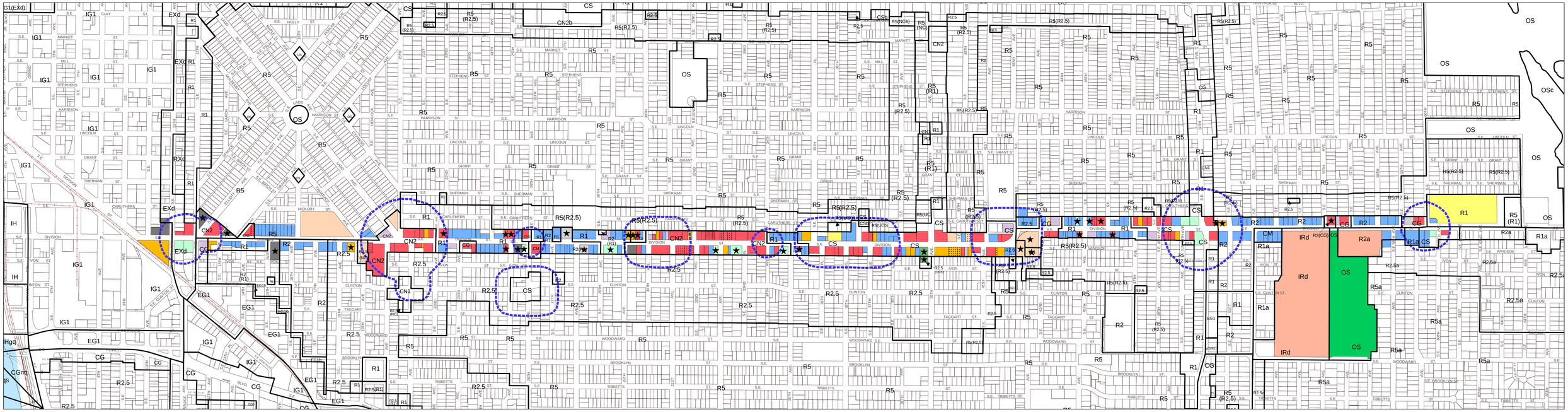
This is a base map of the existing land uses along Division. This data was collected by a group of Portland State University students.

Land Use Alternatives Memo

This memo analyzes the implications of the Draft Concept (presented at the January 22, 2005 workshop) for land use, zoning and development standards along the corridor. Included is a summary of the current zoning patterns and development code that create potential obstacles for achieving the vision as depicted in the Draft Concept. The analysis also contains several alternatives for potential changes to regulations.

Zoning Posters

These are posters used at the Community Workshops to help explain what type of development is allowed in the zones that occur along Division. The development standards are compared in a table with pictures corresponding to what could be expected in each zone.



Division Street Landuse Map

division
green street | main street project

City of Portland / Bureau of Planning / Geographic Information System / April 7, 2005

N

Feet
200 100 0 200 400 600

Legend

- ★ Non Conforming Use
- Conceptual Commercial Nodes
- Existing Zone Boundary
- **R5** Zone Designation
- **(R2.5)** Comprehensive Plan where different from zoning
- Retail Sales and Service
- Office
- Household Living
- Group Living
- Community Services
- Institutional Use
- Quick Vehicle Service
- Vehicle Repair
- Industrial Services
- Manufacturing
- Vacant
- Parks and Open Space
- Parking (for Underlying Landuse)

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Area of Interest

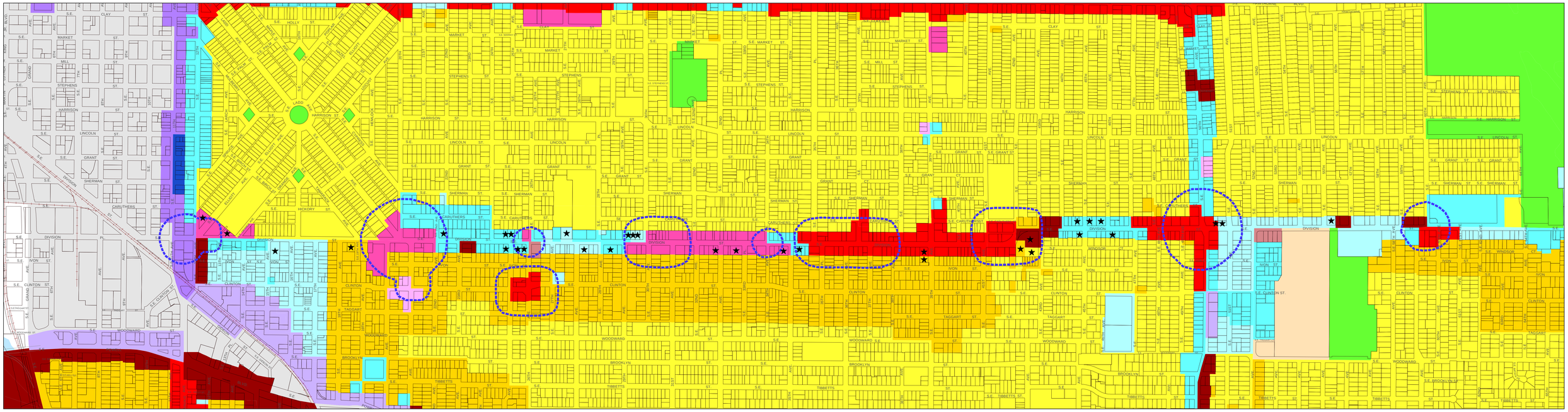
INFORMATION SOURCES:

Taxlots: Originally produced by Oregon Dept. of Revenue. Modified and updated by Multnomah County Assessment & Taxation and Portland Dept. of Transportation. Updated through Jan. 2003. Accuracy - +/- .1 feet.

Landuse:
Portland State University, October, 2004.

All data compiled from source materials at different scales. For more detail, please refer to the source materials or City of Portland, Bureau of Planning.

The information on the map was derived from digital databases on the City of Portland, Bureau of Planning GIS. Care was taken in the creation of this map but it is provided "as is". The City of Portland cannot accept any responsibility for error, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. However, notification of any errors will be appreciated.



Division Street Non Conforming Use Map

division
green street | main street project

City of Portland / Bureau of Planning / Geographic Information System / April 7, 2005

N

Feet
200 100 0 200 400 600

Legend

- ★ Non Conforming Use
- Conceptual Nodes
- Open Space
- Residential 5,000
- Residential 2,500
- Low Density MD 2,000
- Medium Density MD 1,000
- Central Residential
- Institutional Residential
- Neighborhood Commerical 1
- Neighborhood Commerical 2
- Storefront Commercial
- Mixed Commercial
- General Commercial
- Central Commercial
- General Employment 1
- Central Employment
- General Industrial 1
- General Industrial 2

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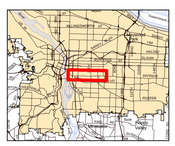

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M E M O

February 24, 2005 *updated June 30, 2005*

To: Division Green Street/Main Street Community Working Group
Division Green Street/Main Street Technical Advisory Group

From: Jay Sugnet, City Planner

Subject: Corridor Land Use and Development Analysis

The intent of this memo is to analyze the implications of the Draft Concept (presented at the January 22, 2005 workshop) for land use, zoning and development standards along the corridor. Below is a summary of the current zoning patterns and development code that create potential obstacles for achieving the vision as depicted in the Draft Concept. The analysis also contains several alternatives for potential changes to regulations. These changes to zoning or regulations will not significantly alter the allowed density of new development, nor will they impact trip generation.

This memo describes the **methodology** used for the analysis. The next section describes the various **current zoning** designations along Division, the intent of the zone, and pictures of these types of development. After that is a discussion of the **issues** identified to date, concluding with three **potential alternatives**.

Methodology
Prior to the development of the Draft Concept, the Bureau of Planning utilized a land use inventory completed by a group of Portland State Students in the spring of 2004 to determine the current uses along the corridor. The uses were mapped and compared to current zoning to identify non-conforming uses.

After the development of the Draft Concept, the Bureau of Planning created a map showing both the Draft Concept and the current zoning. This helped to identify areas along the corridor where the zoning was inconsistent with the desire for "nodes" of mixed-use commercial development. There are several instances in which the zoning is inconsistent with the Draft Concept:

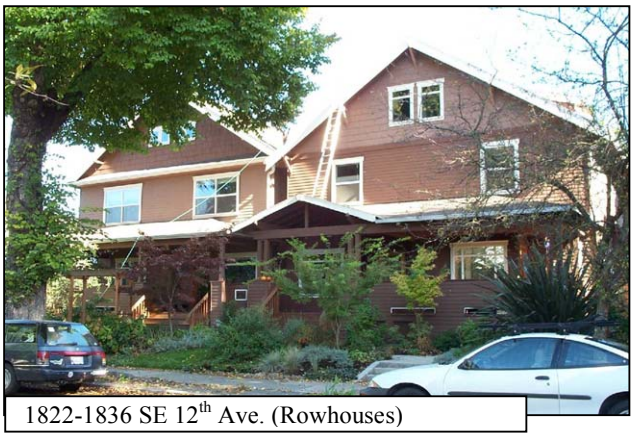
- Commercial zoning in a residential area;
- Residential zoning in a commercial area; and
- Auto oriented commercial zoning (General Commercial).

With input from the Community Working Group, Technical Advisory Group, Bureau of Planning and Bureau of Development Services staff, the set of alternatives will be developed and presented at the March CWG and TAG meetings in preparation for the April 2nd public workshop.

Current Zoning and Development Regulations

Residential Zones

The corridor consists of four residential zones, both single family and multi-dwelling zones. The single family Residential 5,000 (R5) zone generally allows one unit per 5,000 square feet of site area. The area between 15th and 20th on the north side of Division is zoned R5. In addition, there are small pockets of R2.5 (one unit per 2,500 square feet of site area) along the corridor (SE18th and 42nd). The R2.5 is generally characterized by attached housing or rowhouses. Changes to the single family residential zones are not being considered at this point in the process.



1822-1836 SE 12th Ave. (Rowhouses)

607 N Fargo St. (Townhouses)

Low and Medium Density Multi-Dwelling Designation

The majority of residentially zoned property is Residential 1,000 (R1). This designation is designed for application to higher density sites with a full range of public and community services and in close proximity to commercial services. Multi-modal transportation access is an important incentive for siting and building of developments at the allowed density. The density allows one dwelling unit per 1,000 square feet of site area, and is intended to blend well with existing single-dwelling houses. The pictures to the left are examples of recent development in the R1 zone.

Residential 2,000 (R2) is also common west of SE 18th and east of SE 50th. It is similar to R1, but has a maximum of one dwelling unit per 2,000 square feet.

Neighborhood Commercial

The north side of Division between SE 12th and 14th, the area around "7 Corners," and between SE 30th and 35,th are zoned neighborhood commercial (CN2). This zone is intended to allow neighborhood oriented commercial uses in and near residential areas. The intensity of the use should be compatible with the housing nearby and oriented towards pedestrians, bicyclists, and transit. The activities are not expected to attract traffic or customers from long distances. The CN2 zone is intended for sites in less dense neighborhoods, or developing areas in Outer Southeast and Southwest. The CN2 zone allows office and quick vehicle servicing uses (gas stations).

SE 11th & Division (retail with housing above)

SE 60th & Division (retail with housing above)

Urban Commercial Designations

The area between SE 36th and SE 42nd is zoned Storefront Commercial (CS). The CS zone is intended for more developed parts of the city near relatively dense areas. The zones are applied in areas where a variety of commercial services with a strong, traditional main street storefront appearance and pedestrian orientation is desired. A 50 percent building coverage is required which often results in more dense development than other commercial zones. The CS zone allows retail sales and service, office, vehicle repair, manufacturing, wholesale sales, and also household living.

A few properties along Division are zoned Mixed Commercial/Residential (CM) which promotes development that combines commercial uses with residential uses in the same building. It requires one square foot of residential use for every square foot of commercial use. The CM zone allows retail sales and service, office, manufacturing and warehouse sales, generally with limitations on size. There is an emphasis on locally-oriented retail, service and office uses located on the ground floor with housing above. The two developments above are allowed in either the CS or CM zone.

General Commercial Designations

A number of individual sites, or single blocks, along Division are zoned for general commercial use. This designation allows a full range of commercial uses having a local or regional market. Development will allow for access by the automobile, however along Division development must be oriented to pedestrians, bicyclists, and transit.

Development Regulations for Commercial Zones along Division

[table 130-3, *Title 33, Planning and Zoning*]

Standard	CN2	CM	CS	CG
Maximum Floor Area Ratio **	.75 to 1	1 to 1	3 to 1	3 to 1
Maximum Height	30 ft.	45 ft.	45 ft.	45 ft.
Minimum Landscaping	15%	None	None	15%
Building Coverage	65% max	50% min	50 % min	85% max
Building Setbacks	10 ft.	0-10 ft.	0-10 ft.	5-10 ft.

** Applies to nonresidential development only. Additional floor area is allowed for residential.

The key differences between the zones are shown in the above table. All these zones have a number of regulations in common, including: requirements for ground

floor windows, pedestrian standards (including main entrance orientation), landscaping buffer if abutting a residential zone, and also no requirement for off-street parking (this is because Division is classified as a transit street).

The primary differences relate to scale and building orientation. The CN2 zone has the lowest allowed floor area and height and has the largest setback requirement. The CG zone, while having a high floor area ratio, often results in less urban development due to landscaping, setback and building coverage standards. Therefore, the CS and CM zones are most likely to result in mixed use development. The CM zone requires one square foot of residential for every square foot of commercial. The CS is a commercial zone, but is flexible enough to encourage mixed use development as well.

Issue Identification

Non-conforming uses. Non-conforming uses (NCU) are uses that are no longer allowed in the zone that is applied to the property. On Division Street, non-conforming uses generally exist where the property was once zoned for commercial uses, but is now zoned for residential uses. From 1924 to 1959, there were only four zones, which did not differentiate between commercial and industrial uses. During this time period, all properties fronting on Division Street were zoned commercial west of 51st Avenue. Most of the development along the corridor was built during this time period, then the zoning changed and uses became non-conforming. In 1959, zoning was changed on some parts of the street to allow for single-dwelling residential. In 1981, the zoning code and map were again changed. On Division, as on many arterials around Portland, large portions of properties fronting the street were rezoned from commercial to multi-dwelling residential. The purpose behind this large-scale policy shift was to prevent "strip" commercial development and to encourage more housing on streets with good access to transit. In 1991, the zoning was changed only slightly and that zoning continues today.

Due to the changing zones over time, there are 27 properties along Division that are now considered non-conforming uses. A number of these sites were built as commercial properties and have continued with commercial uses over time—for example, the building that houses Stumptown coffee at 45th and Division. Some of them are residential buildings operating as a business in a residential zone. Current non-conforming regulations require a review for expansions or changes of use, a policy which has become a source of concern for Division's business community.

The twenty-seven non-conforming uses identified along in the study area fall into the following general categories:

- Retail sales and service use in a residential zone (10);
- Office use in a residential zone (4);
- Vehicle repair use in a residential use (3);
- Industrial service use in a residential zone (2);
- Manufacturing use in a residential zone (2);
- Vehicle repair use in a commercial zone (3);
- Industrial service use in a commercial zone (2); and
- Quick vehicle service in a commercial zone (1).

These situations often create difficulties for property owners when they wish to expand a current use or sell the property. One of the objectives of the Division

planning process is to assess the current policies related to non-conforming uses and consider solutions that could apply to other commercial corridors in the City.

Design of Infill Development. The Bureau of Planning is currently working on the Design Infill Project. *"The objective of the Infill Design Project is to foster medium density infill development that contributes to meeting City design objectives, such as those calling for design that is pedestrian oriented and serves as a positive contribution to neighborhood context."* A discussion draft report dated December 22, 2004 is available on the bureau's web site. Many of the issues raised by the community as part of this project are discussed in this report, such as the contrast of scale and height in relation to existing development, privacy impacts, compatibility with existing neighborhood character, etc. Below is an example of the design issues related to medium density infill development addressed by the report.

NE 127th Avenue

SE Division

These two developments are on similarly sized sites, with the same R1 zoning and number of units. "The devil's in the details. Contrasting images, of similarly configured apartment developments, highlighting the difference that details such as façade articulation, materials, window treatments, roof forms, and trim can make. A challenge is finding ways to achieve quality design in ways that are affordable" (Infill Design Project Report, December 2004).

Alternatives

The Draft Concept identified distinct commercial nodes (beads on a necklace) along the corridor. The intent of earlier policy decisions (1959 and 1980) was to create more active commercial nodes separated by residential uses, rather than a continuous strip of commercial development. Through the Division Green Street/Main Street planning process, it became apparent that some commercial uses (such as coffee shops, restaurants, and other small retail uses) within the residential segments are beneficial. The challenge lies in how to encourage more mixed use development throughout the corridor, create active areas in the commercial nodes, and to encourage well designed residential development between the commercial nodes.

<u>Regulatory Amendments</u>

- Modify Non-Conforming Use (NCU) regulations:
  - Make it easier to prove a legal NCU use.
  - Allow an NCU by right if use is in a commercial structure.
- Setbacks for Residential. Increase front setbacks from 10 feet to 20 feet for residential development – providing opportunities for additional landscaping and privacy.
- Main Street Overlay. Create an overlay that modifies the base zone regulations for a specific area to address unique situations or community specific desires. Examples of provisions that apply to Sandy Boulevard in Hollywood include providing height bonuses and specific provisions to enhance the transition between residential and commercial zones.
- Design Overlay. Apply the "d" overlay to part or all or the corridor. This overlay is intended to promote the conservation and enhancement of areas in the City with special scenic, architectural, or cultural value. It involves the development of design guidelines for each district, as well as design review or compliance with the Community Design Standards.

<u>Pursue non-regulatory measures</u>

- Landscaping. Alter the character of an area through differences in landscaping treatments, such as encouraging more landscaping and street trees in the residential areas to help define the transition. Also, in the next planning phase it may be possible to encourage different sidewalk zone configurations. Commercial areas could have wider sidewalks with tree wells and space for outdoor café seating. Residential areas would continue with six foot wide sidewalks separated from the street with a planting strip.

- Storefront Lighting**.** Differentiate commercial nodes and residential areas with lighting treatment. This can be accomplished through interior and exterior store lighting. Also, in the next phase of planning it may be possible to provide different types of street lamps in the residential areas or different nighttime lighting levels.

- Education. Educate property owners and potential developers along corridor:
  - Incentives for good design, such as reductions in development fees, expedited permit processing, grant programs, and technical assistance programs.
  - Creation of a guidebook or prototype plans highlighting approvable building designs.

Rezoning

- Rezone selected properties fronting Division between SE 20th and SE 50th from Residential to Mixed Commercial/Residential (CM) or Commercial Storefront (CS).
- Rezone selected General Commercial (CG) properties to Storefront Commercial (CS).
- Rezone all Neighborhood Commercial (CN2) properties to Storefront Commercial (CS).
- Zone properties within Commercial Nodes (see Draft Concept) to Storefront Commercial (CS). Rezone properties from Residential (R1) to Mixed Commercial/Residential (CM) between Commercial Nodes.

	Pros	Cons
Regulatory Amendments	▪ May provide a means to address Non-conforming use (NCU) issue citywide ▪ Reduces the burden of being a NCU ▪ May help preserve historic commercial buildings ▪ Overlays may improve the quality of design on the street, or at least prevent the "worst of the worst"	▪ Current political climate weary of additional regulations ▪ Overlay or design review does not ensure designs will make a positive contribution to the community ▪ Difficult to translate nuances of good design into code ▪ Added time and cost to developers
Non-regulatory Measures	▪ Currently the preferred approach to achieving community goals, rather than relying solely on regulations ▪ Potential to address nuances of good design ▪ Facilitates cooperative approach between developer, city and community ▪ Avoids additional regulatory complexity ▪ Limits cost to developers ▪ Offers flexibility in adapting to changing market	▪ Depends on voluntary action ▪ May not produce desired outcome
Rezoning	▪ Addresses some NCUs ▪ Brings zoning closer to Draft	▪ Requires negotiations with individual property owners ▪ May not produce desired results ▪ Is not a citywide solution to the NCU issue

Existing Zoning

Commercial / Mixed Use Zones

Neighborhood Commercial (CN2)

The north side of Division between SE 12th and 14th, the area around "7 Corners," and between SE 30th and 35,th are zoned neighborhood commercial (CN2). This zone is intended to allow neighborhood oriented commercial uses in and near residential areas. The intensity of the use should be compatible with the housing nearby and oriented towards pedestrians, bicyclists, and transit. The activities are not expected to attract traffic or customers from long distances. The CN2 zone is intended for sites in less dense neighborhoods, or developing areas in Outer Southeast and Southwest. The CN2 zone allows office and quick vehicle servicing uses (gas stations).

Storefront Commercial (CS)

The area between SE 36th and SE 42nd is zoned Storefront Commercial (CS). The CS zone is intended for more developed parts of the city near relatively dense areas. The zones are applied in areas where a variety of commercial services with a strong, traditional main street storefront appearance and pedestrian orientation is desired. A 50 percent building coverage is required which often results in more dense development than other commercial zones. The CS zone allows retail sales and service, office, vehicle repair, manufacturing, wholesale sales, and also household living.

Mixed Commercial/Residential (CM)

A few properties along Division are zoned Mixed Commercial/Residential (CM) which promotes development that combines commercial uses with residential uses in the same building. It requires one square foot of residential use for every square foot of commercial use. The CM zone allows retail sales and service, office, manufacturing and warehouse sales, generally with limitations on size. There is an emphasis on locally-oriented retail, service and office uses located on the ground floor with housing above.

General Commercial (CG)

A number of individual sites, or single blocks, along Division are zoned for general commercial use. This designation allows a full range of commercial uses having a local or regional market. Development will allow for access by the automobile, however along Division development must be oriented to pedestrians, bicyclists, and transit.

Comparison of the Zones

Standard	CN2	CM	CS	CG
Maximum Floor Area Ratio **	.75 to 1	1 to 1	3 to 1	3 to 1
Maximum Height	30 ft.	45 ft.	45 ft.	45 ft.
Minimum Landscaping	15%	None	None	15%
Building Coverage	65% max	50% min	50 % min	85% max
Building Setbacks	10 ft.	0-10 ft.	0-10 ft.	5-10 ft.

** Applies to nonresidential development only. Additional floor area is allowed for residential.

The key differences between the zones are shown in the above table. All these zones have a number of regulations in common, including: requirements for ground floor windows, pedestrian standards (including main entrance orientation), landscaping buffer if abutting a residential zone, and also no requirement for off-street parking (this is because Division is classified as a transit street).

The primary differences relate to scale and building orientation. The CN2 zone has the lowest allowed floor area and height and has the largest setback requirement. The CG zone, while having a high floor area ratio, often results in less urban development due to landscaping, setback and building coverage standards. Therefore, the CS and CM zones are most likely to result in pedestrian-friendly mixed-use development.

The CM zone requires one square foot of residential for every square foot of commercial. The CS is a commercial zone, but is flexible enough to encourage mixed use development as well. Purely residential development, such as rowhouses or apartments, is allowed in all commercial zones.

Residential Zones

Residential 1,000 (R1)

Much of the residentially zoned property on Division Street is Residential 1,000 (R1). This designation is designed for application to sites with a full range of public and community services in close proximity to commercial services. Multi-modal transportation access is an important incentive for siting and building of developments at the allowed density. The maximum density allows one dwelling unit per 1,000 square feet of site area, which means 5 units on a typical 5,000 square foot lot. This zone is considered to be a medium-density zone and with a maximum height of 45 feet, is intended to be compatible with existing single-dwelling houses.

Residential 2,000 (R2)

Along Division, the residential 2,000 (R2) zoning generally occurs west of 20th and east of 50th. This designation is intended to be compatible with areas of transition between lower density neighborhoods and higher intensity areas. It is usually applied to larger development sites or on smaller sites near arterials, transit service, or commercial areas. The density allows one dwelling unit per 2,000 square feet of site area, which means 2 units on a typical 5,000 square foot lot. This density is well-suited to rowhouses, a development type which occurs commonly in the R2 zone. This zone is considered to be a low-density multi-dwelling zone and has a maximum height of 40 feet.

Single Dwelling Zones

Residential 2,500 (R2.5) and Residential 5,000 (R5) also occur in some places along Division, mostly on the far western portion of the corridor near Ladd's Addition. These are single dwelling zones, allowing one dwelling unit per 2,500 square feet of site area and one dwelling unit per 5,000 square feet of site area, respectively.

Comparison of the Zones

Standard	R1	R2
Maximum Density	1 unit per 1,000 sq. ft. of site area	1 unit per 2,000 sq. ft. of site area
Minimum Density	1 unit per 1,450 sq. ft. of site area*	1 unit per 2,500 sq. ft. of site area
Maximum Height	25/45 ft.**	40 ft.
Setback	3 - 10 ft.	10 ft.
Building Coverage	60% max	50% max
Minimum Landscaping	20%	30%

*If the site is less than 10,000 sq. ft. in area, the minimum density is 1 unit per 2,000 sq. ft.

**The 25 foot height limit applies only to the portion of a structure within 10 feet of a front property line.

Existing Zoning

What can be built in the R1 Zone?

Which do you like?

Pictured here are developments from all over the city that could be built on Division Street today in the areas zoned for R1. The R1 zone allows for quite a range of building configurations and styles, although larger lots provide developers with greater flexibility. Many lots in inner southeast Portland are 5,000 square feet, with only 50 feet of street frontage. On these narrow lots, developers' options frequently are constrained, particularly if they want to provide off-street parking. On your evaluation form, put these developments in order to demonstrate which types you would most like to see on Division Street.

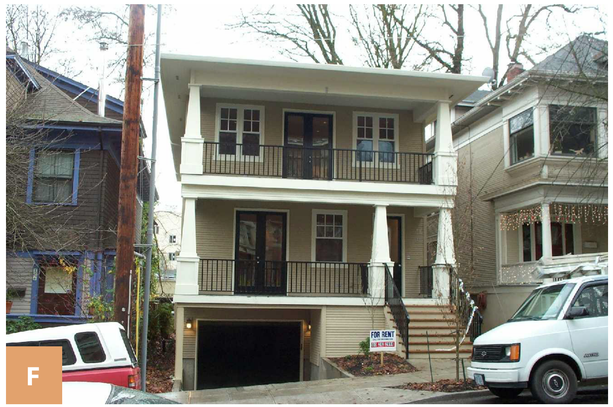
A

B

C

D

E



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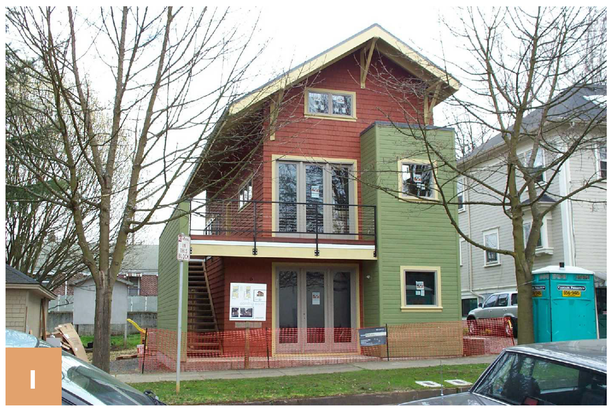

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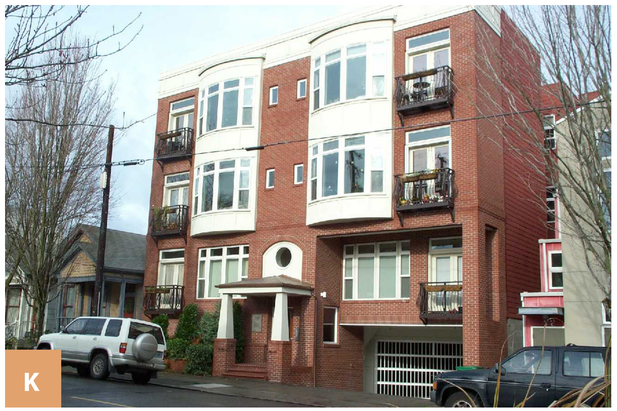

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Land Use and Zoning Approaches

Approaches	*Tools*	*Advantages*	*Disadvantages*
Non-regulatory Measures	**Landscaping**. Alter the character of an area through differences in landscaping treatments, such as encouraging more landscaping and street trees in the residential areas to help define the transition. Also, in the next planning phase it may be possible to encourage different sidewalk zone configurations. Commercial areas could have wider sidewalks with tree wells and space for outdoor café seating. Residential areas would continue with six foot wide sidewalks separated from the street with a planting strip. **Storefront Lighting.** Differentiate commercial nodes and residential areas with lighting treatment. This can be accomplished through interior and exterior store lighting. Also, in the next phase of planning it may be possible to provide different types of street lamps in the residential areas or different nighttime lighting levels. **Education.** Educate property owners and potential developers along corridor: • Incentives for good design, such as reductions in development fees, expedited permit processing, grant programs, and technical assistance programs. • Creation of a guidebook or prototype plans highlighting approvable building designs.	• Currently the preferred approach to achieving community goals, rather than relying on zoning alone • Potential to address nuances of good design • Facilitates cooperative approach between developer, city and community • Avoids additional regulatory complexity • Limits cost to developers • Offers flexibility in adapting to changing market	• Depends on voluntary action • May not produce desired outcome
Regulatory Amendments	**Modify Non-Conforming Use (NCU) regulations**: • Make it easier to prove a legal NCU use. • Allow an NCU by right if use is in a commercial structure. **Setbacks for Residential.** Increase front setbacks from 10 feet to 20 feet for residential development – providing opportunities for additional landscaping and privacy. **Main Street Overlay**. Create an overlay that modifies the base zone regulations for a specific area to address unique situations or community specific desires. Examples of provisions that apply to Sandy Boulevard in Hollywood include providing height bonuses and specific provisions to enhance the transition between residential and commercial zones. **Design Overlay**. Apply the “d” overlay to part or all or the corridor. This overlay is intended to promote the conservation and enhancement of areas in the City with special scenic, architectural, or cultural value. It involves the development of design guidelines for each district, as well as design review or compliance with the Community Design Standards.	• May provide a means to address NCU issue citywide • Reduces the burden of being an NCU • May help preserve historic commercial buildings • Overlays may improve the quality of design on the street, or at least prevent the “worst of the worst”	• Current political climate weary of additional regulations • Overlay or design review does not ensure designs will make a positive contribution to the community • Difficult to translate nuances of good design into code • Added time and cost to developers
Rezoning	Rezone selected properties fronting Division between SE 20th and SE 50th from Residential to Mixed Commercial/Residential (CM) or Commercial Storefront (CS). Rezone selected General Commercial (CG) properties to Storefront Commercial (CS). Rezone all Neighborhood Commercial (CN2) properties to Storefront Commercial (CS). Zone properties within Commercial Nodes (see Draft Concept) to Storefront Commercial (CS). Rezone properties from Residential (R1) to Mixed Commercial/Residential (CM) between Commercial Nodes.	• Addresses some NCUs • Brings zoning closer to Draft Concept	• Requires negotiations with individual property owners • May not produce desired results • Is not a citywide solution to the NCU issue

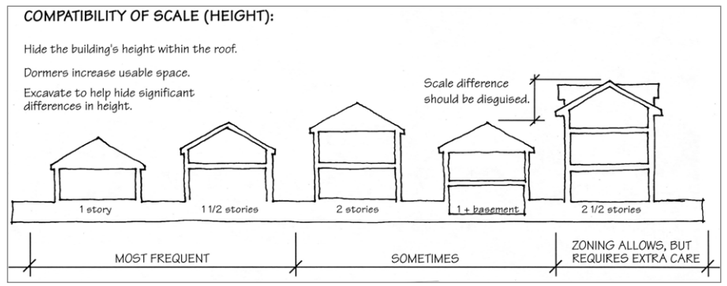
Infill Context Issues

Division Street R1 Zoning • Design Issues and Possibilities

Medium-density zones, such as the R1 zone that is the predominant residential zoning on Division Street, help implement City policies that call for concentrating new residential development along transit corridors and main streets. The medium-density zones, however, are not intended to be as intense a focus for development and change as Portland's high-density, mixed-use centers.

For the R1 zone, this leaves open the question of whether compatibility with the existing built environment should be the priority when designing new higher-density infill development, or if contribution to a desired future character, different from what now exists, should be the priority. What are your thoughts for Division Street?

Respond to existing character and building scale?



From *Building Blocks for Outer Southeast Neighborhoods* (1996)

This

….instead of this?

When compatibility with existing development is the priority, contrasts in building height can be minimized by setting back the upper stories of taller structures or accommodating living space within dormers. Such strategies can bring greater compatibility between new higher-density development and the existing small bungalows that predominate in many R1-zoned areas.

The lower images, both of 3-level rowhouses, highlight their contrasting design strategies.

…Or contribute to a desired *future* character?

The R1 zone allows buildings as tall as 45 feet (4 stories). Instead of hiding this scale, new development can be designed to contribute to a desired future character that is more intensely urban than what currently exists. While clearly a departure from existing character, this can result in a transit- and pedestrian-oriented future for Division Street that can serve as a positive contribution to the community.

Design Trade Offs

Triplex with front parking

Fourplex with no off-street parking

Parking versus pedestrian-friendly design
Providing off-street parking for small higher-density projects is a challenge and can compromise pedestrian orientation. Providing no parking is an option, but brings greater competition for on-street parking.

Front landscaping versus backyards
Rear parking is possible with even very small rowhouse projects, allowing preservation of front landscaping, but at the cost of backyards.

Infill Design Prototypes

Infill Housing Options for Division's Residentially-Zoned Areas

Solutions for small site infill development in the R1 zone – draft housing prototypes from the Planning Bureau's Infill Design Project

Small infill sites (typically in increments of the 5,000 square foot lots characteristic of Portland's Streetcar-Era platting) are often the primary opportunity for new infill housing in the medium-density residential zones, such as the R1 zoning that predominates along Division Street. Infill development on small R1-zoned sites helps preserve existing neighborhood patterns, compared to large projects, but present difficult challenges, such as:

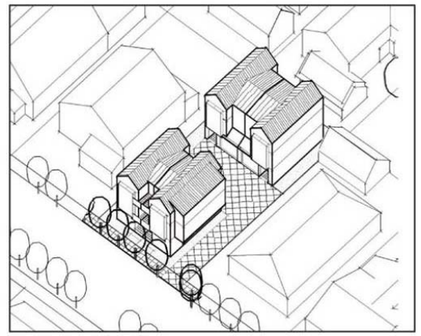
- **How to fit the required 3 to 5 units on 5,000 sq.ft. sites?**
- **How to include off-street parking for residents, while preserving a pedestrian-friendly street frontage?**
- **How to provide opportunities for owner-occupied housing?** Small R1 sites often do not have enough street frontage for rowhouses, but do not allow enough units for most developers to consider them suitable for condominium units.

This display board illustrates housing prototypes suitable for small infill sites in the R1 zone that provide solutions to these problems. As part of the Infill Design Project, the Planning Bureau is examining potential regulatory changes to facilitate construction of infill projects similar to these prototypes.

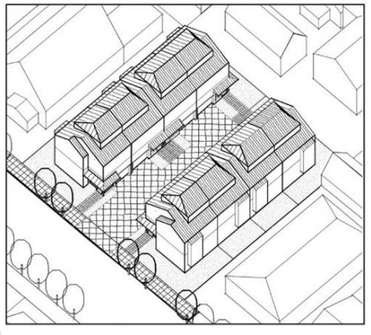
5,000 SF Site – R1 Zone

House-like Plex. *Parking toward rear of site allows strong street orientation and "house-like" appearance.*

Townhouse Cluster. *Units similar to rowhouses, facilitating owner-occupancy. Shared vehicle access minimizes visual impact on street frontage.*

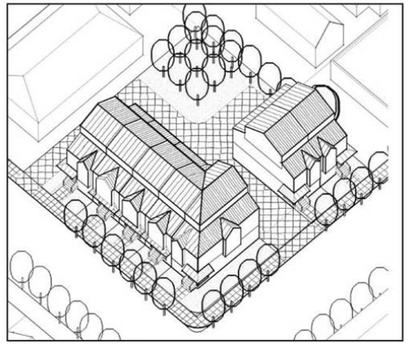


10,000 SF Site – R1 Zone



Shared Court Housing. *Shared vehicle and pedestrian access via a courtyard with pedestrian-oriented paving. House-like form of end units continues neighborhood patterns, while single vehicle accessway preserves street frontage and makes efficient use of site area. Arrangement would allow housing units on separate lots to front onto the shared court, facilitating owner occupancy.*

Shared court paving blocks provide stormwater management opportunities



Corner Rowhouses. *Rear parking allows pedestrian-friendly, landscaped street frontage. Not currently allowed at R1 densities without adjustments to multiple Zoning Code standards.*

Infill Design

C. Transportation

The Transportation section contains the following documents:

Traffic Glossary

The traffic glossary contains a number of terms commonly used in transportation planning, street design, and traffic analysis.

Street Classifications

The street classifications are listed in the Planning and Policy Technical Memo (see Appendix A – Background).

Mode Split Table

The mode split table compares the mode of travel to work for a number of corridors in Portland, including SE Division. The comparison shows that Division is fairly typical of other main street corridors.

Corridor Alternatives Analysis

A number of alternatives for the corridor were analyzed and discussed by the Community Working Group (CWG) and the public. The goal of the alternative analysis was to see to what extent the pro-time lanes could be removed or modified to allow for improved pedestrian amenities and slow traffic. The community also identified a number of specific changes at five nodes.

7 Corners Roundabout Analysis

Two roundabout options were analyzed and evaluated. The Community Working Group elected to drop the double roundabout option because of its cost and impact on 7 Corners. The voting exercise at the June 18 workshop showed very little support for the roundabout alternative for 7 Corners. It was dropped in favor of the 7A – Minor Changes alternative.

TRAFFIC GLOSSARY

A glossary of common transportation terms.

85th percentile speed – Used in analyzing traffic speeds on a roadway. The 85th percentile speed is the speed at which 85% percent of the drivers are driving at or below.

accessibility – the ability to move easily from one mode of transportation to another mode or to a destination. Accessibility increases when the number and quality of travel choices increases. Accessibility is affected by the mix of land uses and the travel alternatives available.

actuation – used to describe a signal that operates based on detecting vehicles to determine the need for and the length of signal phases.

city walkway – accessway that is intended to provide safe, convenient, and attractive pedestrian access to activities along major streets and to recreations and institutions; provide connections between neighborhoods; and provide access to transit.

Community corridor – street designed to include special amenities to balance motor vehicle traffic with public transportation, bicycle travel, and pedestrian travel.

community main street – street designed to accommodate motor vehicle traffic, with special features to facilitate public transportation, bicycles, and pedestrians.

delay – the time vehicles are slowed down due to traffic control devices and other vehicles.

detection – devices that sense the presence of vehicles or pedestrians. Magnetic signal loops imbedded in the pavement are often used to sense the presence of a vehicle waiting at a signal. Pedestrian push buttons are used to communicate to the signal the presence of a pedestrian at a crosswalk.

fixed time – used to describe a signal that operates based on a fixed set of signal phases todirect traffic through the intersection.

gap – the time between passing vehicles. Pedestrian crossing opportunities can be measured in gaps, as well as opportunities for vehicles to enter a roadway from a side street.

MOE (Measures Of Effectiveness) – various measurements that are used to compare traffic operations.

major emergency response street – street intended to serve primarily the longer, most direct legs of emergency response trips.

major transit priority street – street that is intended to provide for high-quality transit service that connects the Central City and other regional and town centers and main streets.

minor truck street – street intended to serve truck trips with both trip ends in a transportation district.

mobility – the ability to move people and goods from place to place, or the potential for movement. Mobility improves when the transportation network is refined or expanded to improve capacity of one or more modes, allowing people and goods to move more quickly toward a destination.

mode split – the percentage of trips taken by each of the possible modes of travel (motor vehicle, transit, bicycle, walk). Mode split does not refer to the number of trips. For example, the number of trips by a particular mode may increase, but the percentage of trips by that mode may stay the same or be reduced if there is also growth in the overall number of trips for other modes.

motor vehicle level-of-service (LOS) – a qualitative measure describing operational conditions within a traffic stream. A level-of-service definition generally describes these conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. LOS ratings of 'A' through 'F' describe the traffic flow characteristics on streets and highways and at intersections, as shown on the following table:

LOS	Traffic Flow Characteristics
A	Virtually free flow; completely unimpeded
B	Stable flow with slight delays; reasonably unimpeded
C	Stable flow with delays; less freedom to maneuver
D	High density, but stable flow
E	Operating conditions at or near capacity; unstable flow
F	Forced flow; breakdown conditions
Greater than F	Demand exceeds roadway capacity, limiting volume that can be carried and forcing excess demand onto parallel routes and extending the peak period

(Sources: 1985 Highway Capacity Manual [A through F]; Metro [greater than F])

multimodal – having a variety of modes available for any given trip, such as being able to walk, ride a bicycle, take a bus, or drive to a certain destination. In a transportation system, multimodal means providing for many modes within a single transportation corridor.

neighborhood collector – streets that serve as distributors of traffic from Major City Traffic Streets or District Collectors to Local Service Traffic Streets and that serve trips that both start and end within areas bounded by Major City Traffic Streets and District Collectors.

peak period – the time(s) of day when the highest volume of vehicles, pedestrians, and/or cyclists are typically encountered on a roadway.

signal cycle – the time it takes for a signalized intersection to complete all phases of vehicle and pedestrian movements. The minimum pedestrian crossing time factors into the signal cycle when the signal is operating in a fixed time phase, rather than with pedestrian push buttons.

signal progression – when all signals on a roadway are timed so that a vehicle leaving the first intersection will arrive at all downstream locations just as the signals at those intersections turn green. Signal progression can be in one direction or both directions along a roadway.

sustainable – methods, systems, or materials that will not deplete nonrenewable resources or harm natural cycles.

traffic calming – roadway design strategies to reduce vehicle speeds and volumes, aimed at improving traffic safety and neighborhood livability. Traffic calming measures include, but are not limited to, traffic-slowing devices (speed bumps and traffic circles). Examples of other traffic calming measures are traffic diverters, curb extensions, and medians.

transportation demand management (TDM) – actions taken to change travel behavior in order to improve the performance of transportation facilities, reduce the need for additional road capacity, and reduce impacts on residential neighborhoods. Examples include encouraging the use of alternatives to single-occupant vehicles (SOVs), ridesharing and vanpools, parking management, and trip-reduction ordinances.

transportation district – for TSP purposes, one of the eight Transportation Districts identified: Central City, North, Northeast, Far Northeast, Southeast, Far Southeast, Northwest, and Southwest.

transportation system management (TSM) – strategies and techniques for increasing the efficiency, safety, or level-of-service of a transportation facility without increasing its size. Examples include, but are not limited to, traffic signal improvements, traffic control devices (including installing medians, channelization, access management, and ramp metering), incident response, targeted traffic enforcement, preferential transit measures, and restriping for high-occupancy vehicle lanes.

travel time – the time it takes a vehicle to travel the length of a corridor.

trip – a journey made by any mode between an origin and a destination. Trips can be categorized as follows:

- Regional trip – A trip that has neither trip origin nor destination within the Portland metro area.
- Interregional trip – A trip that has one trip end within the Portland region and the other trip end outside the Portland region.
- Interdistrict trip – A trip that starts in one Transportation District and ends in another Transportation District.
- Intradistrict trip – A trip that starts and ends within the same Transportation District.
- Non-local trip –A trip that extends beyond the length of the functional purpose described in a street's classification description.

trip end – the origin or destination point of a journey.

vehicle miles traveled (VMT) per capita – miles driven in automobiles per person on average. The Transportation Planning Rule requires a 10 percent reduction of VMT per capita within 20 years of adoption of a Transportation System Plan, and an additional 5 percent reduction within 30 years of adoption of the TSP. The VMT per capita reductions mean that individuals will, on average, travel less by automobile than previously but, because the population will continue to grow, it does not mean an overall reduction in the amount of miles driven.

warrant – criteria for installing a traffic control device. Typically, traffic signal warrants are based on pedestrian volumes, traffic volumes, and/or collisions.

Mode-Split for Portland Main Streets

		Car, Truck, or Van			Public Transportation							All Other Modes				
Main Street	N	All	Drove alone	Carpooled	All	Bus or trolley bus	Streetcar or trolley car	Subway or elevated	Railroad	Ferryboat	Taxicab	Motorcycle	Bicycle	Walked	Other means	Worked at home
Division (11th - 60th)	**13692**	**68%**	**57%**	**11%**	**18%**	**17%**	**0%**	**0%**	**0.1%**	**0%**	**0.1%**	**1%**	**5%**	**4%**	**1%**	**5%**
Alberta (MLK - 33rd)	4292	70%	54%	16%	18%	17%	0%	0%	0.1%	0%	0.3%	0.2%	5%	2%	1%	5%
Fremont (15th - 52nd)	9886	74%	61%	13%	13%	13%	0.1%	0.2%	0.1%	0%	0.1%	0.3%	4%	3%	0.7%	5%
Glisan (60th - 82nd)	3130	75%	63%	12%	15%	12%	0.5%	1%	1%	0%	1%	0%	2%	3%	0.4%	5%
Belmont (12th - 39th)	4608	55%	46%	9%	24%	23%	1%	0.1%	0.2%	0%	0.1%	0.4%	6%	8%	1%	5%
Hawthorne (12th - 39th)	8428	60%	50%	10%	23%	22%	0%	0%	0.1%	0%	0.1%	0.2%	5%	7%	1%	4%
Powell (12th - 39th)	4872	65%	54%	11%	21%	20%	0.3%	0.2%	0%	0%	0.3%	1%	4%	4%	0.3%	4%
Holgate (26th - 39th)	4551	69%	56%	12%	20%	20%	0.3%	0%	0%	0%	0.1%	0.3%	1%	7%	0.3%	3%
Woodstock (39th - 52nd)	1265	73%	68%	5%	8%	8%	0%	0%	0%	0%	0%	1%	1%	12%	0%	5%
Citywide	**270996**	**79%**	**67%**	**12%**	**13%**	**12%**	**0.5%**	**0.4%**	**0.2%**	**0%**	**0.1%**	**0.2%**	**2%**	**5%**	**1%**	**5%**

Source: Census 2000 SF3 "Means of Transportation to Work for Workers 16+"

Geography: Block Groups within the above Main Street Segments (extent: 1 Block Group north and 1 south of each Main Street)

Transportation Alternatives Analysis

A number of alternatives for the corridor were analyzed and discussed by the Community Working Group (CWG) and the public. The goal of the alternatives analysis was to see to what extent the pro-time lanes could be removed or modified to allow for improved pedestrian amenities and to slow traffic. The community also identified a number of specific changes at five nodes. The key considerations for each alternative and nodal change are discussed below against a number of considerations.

Corridor Alternatives

Alternative 1:

Improve signal timing and add pedestrian improvements between SE 28th and 60th.

Community Places: Alternative 1 does not achieve the goal of creating special places along Division as operations and appearance would remain relative unchanged except for the addition of curb extensions between 28th and 60th.

Pedestrians: Alternative 1 creates improved access to transit at new curb extensions at key transit stops between 28th and 60th and also improves visibility of pedestrians at new curb extensions.

Bicycles: No change to bicycle movement.

Transit: Signal timing changes may improve transit travel times somewhat.

Vehicular Traffic:

- AM Peak – With signal timing modifications at 39th, the westbound congestion and queuing would be limited to within the 42nd Avenue curve section, resulting in overall improved corridor operations for the eastern end of the corridor. In addition, the western end of the corridor is slightly improved due to minor signal timing modifications.
- PM Peak – Signal timing modifications would result in improved operations at all study area intersections, except at 50th and 52nd, which would experience queuing similar to the 2020 future scenario.

Parking: There will be a gain in on-street parking where curb extensions replace bus zones between 28th and 60th and a loss of on-street parking where curb extensions replace existing parking.

Alternative 2:

Improve signal timing and remove pro-time lanes between 20th and 28th Place; add pedestrian improvements between 20th and 60th.

Community Places: Creates opportunities for improved pedestrian access where pro-time lanes are eliminated.

Pedestrians: Alternative 2 improves pedestrian access to transit at new curb extensions identified in Alternative 1 plus new curb extensions between 20th and 28th. It improves visibility of pedestrians at key crossings, but there are fewer gaps in traffic because of increased congestion.

Bicycles: Alternative 2 will not measurably change bicycle movement in the corridor although traffic on Division will move more slowly during the peak periods.

Transit: Transit travel times will increase due to increased congestion in the peak periods.

Vehicular Traffic:

- AM Peak – There will be significant queuing and congestion caused by the elimination of the second westbound travel lane between 20th and 28th. Queuing is forecast to extend to near 60th by the end of the AM peak period.
- PM Peak – Significant queuing and congestion would be caused by the elimination of the second eastbound travel lane between 20th and 28th. Queuing is forecast to extend beyond 11th as well as along 11th southbound. This congestion would affect intersecting streets similar to AM conditions. The 50th and 52nd signals would continue to operate near capacity.

Parking: There would be a gain in permanent on-street parking between 20th and 28th on the north side of the street during the AM peak and on the south side during the PM peak.

Alternative 3a:

Improve signal timing, change cross-section between 11th and 28th Place to two travel lanes and a center turn lane; add pedestrian improvements between 11th and 60th.

Community Places: A pedestrian median could be added where the center turn lane is not needed, which could slow traffic and improve the pedestrian environment.

Pedestrians: A three lane configuration between 11th and 28th would not allow for curb extensions and would completely eliminate parking that currently buffers pedestrians from traffic in the off-peak periods.

Bicycles: Alternative 3a will not measurably change bicycle movement in the corridor although traffic on Division will move more slowing during the peak periods.

Transit: Transit travel times will increase due to increased congestion in the peak periods.

Vehicular Traffic:

- AM Peak - Significant queuing and congestion would result from the elimination of the second westbound travel lane between 11th and 28th. Queuing would extend beyond 39th during the AM peak hour, resulting in specific movement congestion at all intersections within the queue.
- PM Peak – Significant queuing and congestion would be caused by the elimination of the second eastbound travel lane between 11th and 28th. Queuing is forecast to extend beyond 11th as well as along 11th north of Division.

Parking: Alternative 3a would result in the loss of approximately 225 on-street parking spaces between 11th and 28th in order to accommodate the lanes widths needed for the three-lane cross-section.

Alternative 3b:

Improve signal timing, change cross-section between 11th and 28th Place to three travel lanes, two eastbound, and one westbound.

Community Places: No improvement

Pedestrians: A two/one travel lane configuration between 11th and 28th would not allow for curb extensions and would completely eliminate parking that currently buffers pedestrians from traffic in the off-peak periods.

Bicycles: Alternative 3b will not measurably change bicycle movement in the corridor although traffic on Division will move more slowly during the AM peak period.

Transit: Transit travel times will increase due to increased congestion in the AM peak period.

Vehicular Traffic:

- AM Peak - Significant queuing and congestion would result from the elimination of the second westbound travel lane between 11th and 28th. Queuing is forecast to extend to near 60th by the end of the AM peak hour.
- PM Peak – Signal timing modifications would result in improved intersection operations at all study area intersections, except at 50th and 52nd, which would be expected to operate similarly to operation under future no change conditions

Parking: There would be a loss of approximately 114 on-street parking spaces on the south side of the street because of the conversion to two permanent eastbound lanes. If the lanes were reconfigured to slightly widen the existing 9-foot lanes, all on-street parking (approximately 225 spaces) would be lost.

The Community Working Group felt that Alternative 3a did not achieve the community's objectives and it was not presented at the April 2 Open House. The other three alternatives went to the open house for comment from the community.

The community response was divided. Approximately 35% supported Alternatives 1 and 2, and about 21% supported Alternative 3. The remainder didn't favor any of the alternatives.

Based on the input from the community, two new alternatives were generated.

Alternative 2a:

Eliminate the pro-time lanes completely, restore full-time parking between 12th and 28th and include signal timing and pedestrian improvements throughout the corridor.

Community Places: Provides on-street parking certainty to drivers and maximizes on-street parking for businesses. Modeling showed that diversion to other streets would occur, primarily south of Division, notably Clinton between 12th and 30th. Approximately 700-1000 vehicles in the 2-hour PM peak period would leave Division and choose other routes.

Pedestrians: Alternative 2a improves access to transit and creates shorter crossing distances at curb extensions. The curb extensions increase sight distance between pedestrians and drivers. Because of the increase in congestion, there will be fewer gaps in traffic for pedestrians to cross but traffic will move very slowly.

Bicycles: Bicyclists currently use the pro-time lanes as de facto bike lanes during the peak hours. Removal of the lanes will slow peak hour traffic, which could make it more comfortable, but also more congested. If traffic volumes increase on Clinton to more than 3,000 vehicles per day due to diversion, the existing bike boulevard may need to be converted to bike lanes.

Transit: Transit travel times will increase with increases in congestion. Additional bus zones may be needed to get buses out of traffic at bus stops to allow other vehicles to get through. To maintain frequent service headways, additional buses may be needed.

Vehicular Traffic:

- AM Peak – Significant queuing and congestion would be caused by the elimination of the second westbound travel lane between 12th and 28th. Queuing is forecast to extend to near 60th by the end of the AM peak hour. Back-ups at key north-south streets such as 20th/21st and 26th because vehicles are unable to enter the traffic flow onto Division due to lack of gaps. The green time for side street traffic will be used by Division Street traffic for most of the cycle, leading to excessive queuing along most key north-south streets under this alternative.
- PM Peak – Significant queuing and congestion would be caused by the elimination of the second eastbound travel lanes between 12th and 28th. Queuing is forecast to extend beyond 11th as well as along southbound 11th. This congestion would affect intersecting streets similar to AM conditions. The 50th and 52nd intersections would continue to operate near capacity under optimized signal timing.

Parking: The elimination of pro-time lanes will result in approximately 225 on-street parking spaces being available full-time. The actual number could be less if more bus zones are needed to allow buses to get out of the travel lane or where curb extensions are added. There could be a gain in on-street parking east of 28th where curb extensions replace bus zones, and a loss of on-street parking where curb extensions replace parking.

Alternative 4:

Eliminate the pro-time lanes between 13th (north side) and 14th (south side) and 18th and add pedestrian improvements in this section and between 28th and 52nd, with bike lanes between 52nd and 60th.

Community Places: Provides on-street parking certainty to drivers and maximizes on-street parking for businesses in an approximately 5-block segment

Pedestrians: Alternative 4 improves access to transit and creates shorter crossing distances at curb extensions for a 5-block segment. The curb extensions increase sight distance between pedestrians and drivers. No curb extensions would be possible between 18th and 28th.

Bicycles: Bicyclists currently use the pro-time lanes as de facto bike lanes during the peak hours. Removal of the lanes will slow peak hour traffic, which could make it more comfortable, but also more congested between 13th and 18th but remain relatively unchanged between 18th and 28th. If bike lanes are added between 52nd and 60th, existing on-street parking would need to be removed along at least one side of the street.

Transit: Transit travel times will increase slightly. There will be improved access to transit at new curb extensions between 14th and 18th.

Vehicular Traffic:

- AM Peak – With signal timing and modifications at 39th, the westbound congestion and queuing would be limited to within the 42nd curve section, resulting in overall improved corridor operations for the eastern end of the corridor. This alternative is forecast to operate similar to Alternative 1 between 12th and 28th, even with the proposed one lane section between 13th and 18th.
- PM Peak – This alternative will operate similarly to Alternative 1 even with the proposed one lane section between 13th and 18th. Minor signal timing modifications would result in improved operations at all study are intersections except 20th and 52nd, which would be expected to have similar operations and queuing as identified in Alternative 1.

Parking: There would be a gain of approximately 77 full-time on-street parking spaces between 13th an 18th, minus any that would be removed for new curb extensions. There would be a gain of on-street parking where curb extensions replace bus pullouts, but a loss of on-street parking where curb extensions replace parking.

Corridor Transportation Alternatives

Open House June 18, 2005

Alternative 2a: Two lanes with full-time parking, 12th-28th Place

B

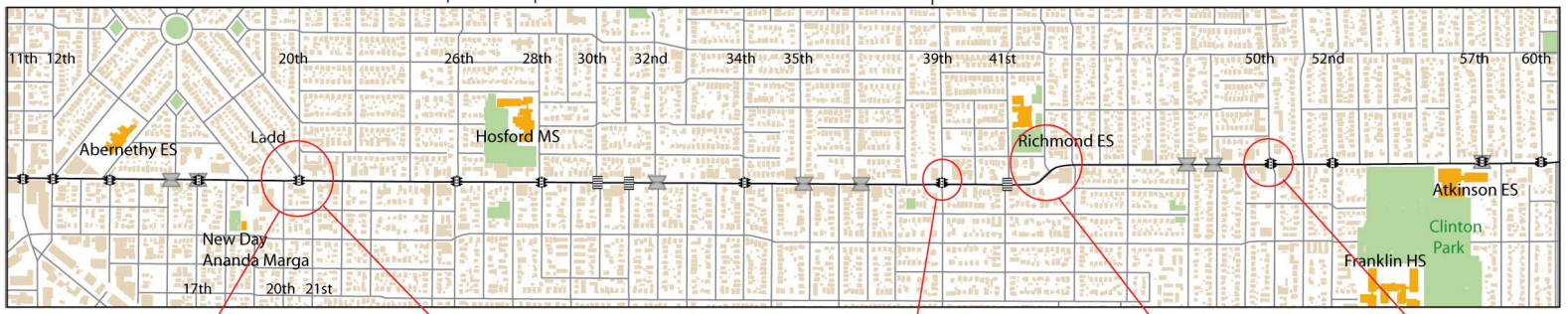
Alternative 4: Full-time parking 13th-18th, part-time parking 18th-28th Place

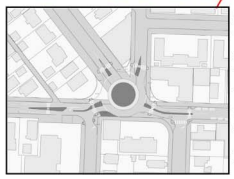
A B A

The project has studied a range of transportation alternatives for Division Street. Community input from the April 2 open house, written comments, and subsequent review by the Community Working Group and the Technical Advisory Group has narrowed the proposed alternatives. Two alternatives remain for community discussion and input.

B from 28th Place to 52nd except near the Divison St/39th intersection

B and C are viable options for 52nd to 60th

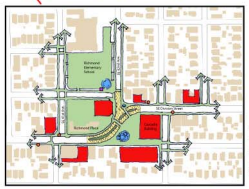




Slows traffic through intersection while allowing smooth flow. Bicycles travel in same lane as traffic. Pedestrians cross one lane at a time at splitter islands. Accomodates bus and truck movements.

A package of small improvements that will improve the pedestrian environment with little impact on traffic flow. (See back of sheet)

Protected/permissive left-turn signal phase

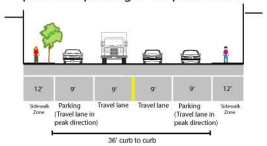


New curb extensions

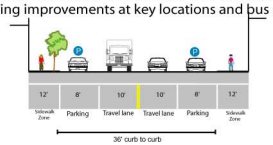
Redesigned curve with modified curb extension, new crossings, and improved landscaping

Roadway Cross-Sections

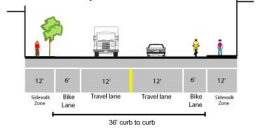
A 2 travel lanes in each direction plus part time parking in off-peak hours



B 1 travel lane in each direction plus full time on-street parking provides opportunities for curb extensions and crossing improvements at key locations and bus stops.



C 1 travel lane in each direction plus bike lanes connecting to bike lanes east of the study area in the vicinity of 78th.



LEGEND

- Traffic Signal
- Marked Crosswalks
- Potential Curb Extensions
- Part-time Parking
- Full-time Parking

Node Improvements

Five nodes were selected for evaluation of potential improvements. The 60th node was dropped when it was determined that no improvements were needed and/or feasible. In its place, the 42nd Curve was added because of the opportunities it offered to incorporate green infrastructure and because of the pedestrian crossing issues.

11th and 12th and Division

Remove three on-street parking spaces between 7 AM and 6 PM weekdays (currently the spaces are posted no-parking between 7 and 9 AM and 4 to 6 PM). The purpose of extending the no parking restriction from the AM and PM peaks to 7 AM to 6 PM is to allow vehicles get through the intersection when trains are blocking 11th to the south and cars are held up.

At the April 2 Open House, about 75% of respondents supported the proposal.

7 Corners (Division/Ladd/20th/21st): 5 Alternatives

The CWG wants to transform 7 Corners into a special place that could function as a "living room" for the community. Five alternatives were originally developed, three of which were presented at the April 2 Open House.

Alternative A

Improve signal timing and add pedestrian improvements. This alternative would allow the intersection to operate the same way it does today, but with more emphasis on pedestrian movements. The alternative would "tweak" signal timing to assure that pedestrians had adequate time to cross the street by adding "count down" signals, reconfiguring the Ladd/20th crossing, reducing the curve radius at the west side of 21st, adding a crossing of Division in the middle of the intersection.

Alternative B

Pedestrian scramble. This alternative would stop vehicle traffic in all directions while pedestrians could cross any of the streets straight across or at a diagonal. The scramble would eliminate the threat that turning vehicles present to pedestrians, but would result in substantial delay and congestion at the intersection as traffic would be stopped for as long as the longest crossing would take. Pedestrians would then have to wait until all legs of the intersection had its phase before another scramble would occur. The CWG dropped this alternative because of the impact on traffic and the limited value it gave to pedestrians.

Alternative C (renamed B when Alternative B above was dropped)

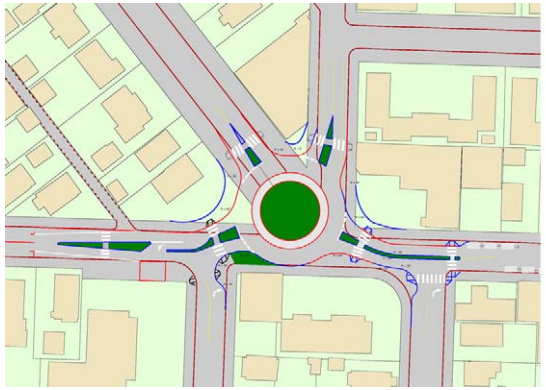
Pedestrian improvements and remove 21st from the signalized intersection (stop sign control only). This option would reduce the size of the intersection by eliminating the 21st leg of the intersection from signalization. The significant disadvantage of this option is that bicyclists and buses traveling northbound on 21st would no longer have a signal. Buses would need to be rerouted to SE 26th and bicyclists would have to use 26th between Clinton and Lincoln. Physical changes to 26th would be needed and bus riders and bicyclists would be inconvenienced over the existing situation.

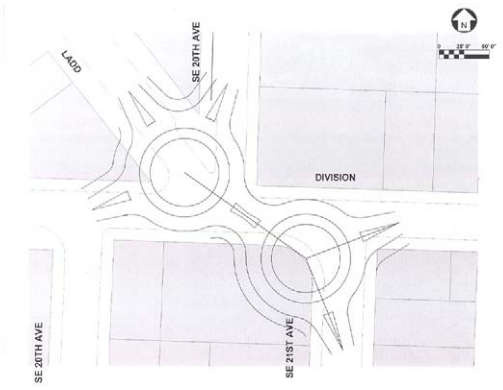
Alternative D

'T' 20th into Ladd; make 20th south of the 'T' one-way northbound. Removing 20th from the signal would improve intersection operations by giving more time to other phases of the intersection. This could benefit all modes of travel. The downside of this alternative is that significant right-of-way acquisition would be required and an isolated parcel would remain. The CWG chose to drop this alternative based on the right-of-way acquisition impacts.

Alternative E (renamed C when Alternative D was dropped and Alternative C renamed)

Replace signals with either a single or double roundabout. The CWG was very interested in a roundabout as a way to create a special place at 7 Corners and incorporate a green area. A single roundabout would have many of same disadvantages as Alternative C because 21st would not be part of the roundabout. Both buses and bicyclists would be inconvenienced. A double roundabout would address the needs of all modes to traverse the intersection, but significant costs are associated with acquiring additional land to accommodate the design.





Three options were forwarded to the April 2 Open House – Alternative A: Minor signal changes and pedestrian improvements; Alternative B: Remove 21st from the signalized intersection to create a new pedestrian crossing; and Alternative C: Roundabout (single or double).

At the April 2 Open House, the community responded with: 42% supporting Alternative A, 14% supporting Alternative B, and 35% supporting Alternative C.

39th and Division

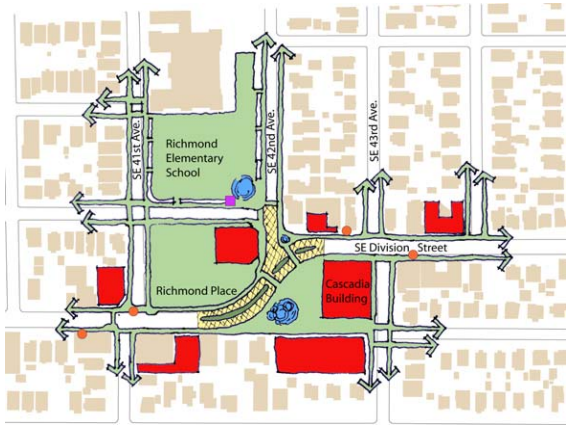
Add protected/permissive left turns from Division to 39th. Even at the beginning of the project, there was significant community support for this change. Left turns from Division to 39th are allowed today (permissive) but, frequently vehicles do not get an opportunity to turn left because of the significant volumes of oncoming traffic on Division. This inability to turn left at 39th has led some drivers to avoid the intersection by using local neighborhood streets.

At the April 2 Open House, over 90% of respondents supported the proposal.

The Curve at 42nd and Division:

Add a landscaped median, redesign the curve to reduce speeds, add two pedestrian crosswalks through the median, widen sidewalk on south side of Division. There are no marked crosswalks at this location despite significant pedestrian demand because of Richmond School north of the Curve and a clinic on the south side of the street. Sight distances are very limited because of the Curve and existing development. The sidewalk on the south side of Division is substandard in width and is interrupted by a large curb cut. A new alignment of travel lanes and a median would improve sight lines and provide an opportunity to break up the large expanses of asphalt with landscaping.

At the April 2 Open House, almost 90% of respondents supported the proposal.



50th and Division

Add curb extensions on the southeast and northwest corners of the intersection to reduce crossing distances. The 50th legs of the intersection are slightly off-set. At some time in the past, additional right-of-way was acquired to straighten out the alignment. The result was improved vehicle flow but increased pedestrian crossing distances. The curb extensions would reduce the 50th crossing distances somewhat and provide roomier waiting areas for the No. 14 bus riders.

At the April 2 Open House, approximately 84% of respondents supported the proposal.

After the April 2 Open House, the CWG dropped the double roundabout option because the right-of-way acquisition that would be needed and because it would inconvenience pedestrians. The CWG also showed very little support for the 21st signal changes after they realized the significant disadvantages to bicycles and buses that would result.

These two new alternatives were combined with the two most popular alternatives for 7 Corners – signal timing and pedestrian improvements and the single roundabout.

At the June 18 Workshop, the community voted on these four remaining options –

2a with a roundabout

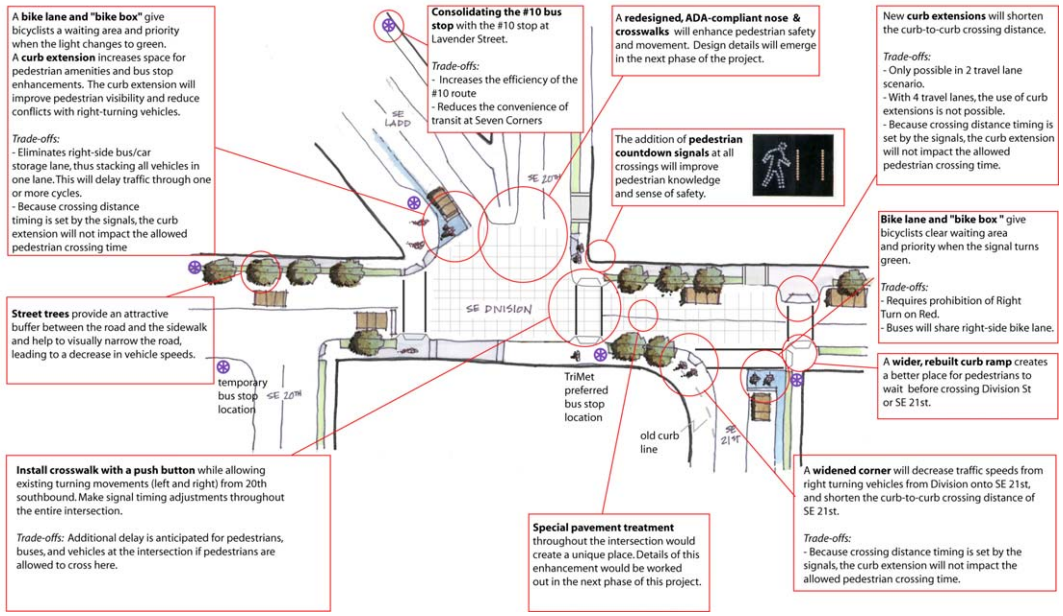
2a with signal timing and enhanced pedestrian improvements including curb extensions

4 with a roundabout

4 with signal timing and enhanced pedestrian improvements including most of the curb extensions in 2a

Alternative	Love It	Can Live with It	Hate It
2a/roundabout	**7%**	**15%**	**78%**
2a/pedestrian improvements	**35%**	**42%**	**23%**
4/roundabout	**15%**	**22%**	**63%**
4/pedestrian improvements	**36%**	**48%**	**16%**

Division Street 7 Corners Enhancement Package



Preferred Alternatives

Based on the voting at the workshop, two alternatives will be retained and be the subject of additional analysis and discussion during the next phase of planning for Division street improvements. These alternatives are:

2a with signal timing and pedestrian improvements.

Two travel lanes along entire length of corridor with full-time parking and curb extensions at locations between 11th and 60th, including at pedestrian crossings at 7 Corners, package of enhancements at 7 Corners for pedestrians and bicycles.

4 with signal timing and pedestrian improvements

Eliminate pro-time (part-time) travel lanes between 13th (north side) and 14th (south side) and 18th and reinstate full-time parking, retain pro-time configuration through 7 Corners and out to 28th Place, add curb extensions between 28th and 60th, package of enhancements at 7 Corners for pedestrians and bicycles except curb extensions.

The next phase of planning will also include further analysis on the feasibility of bicycle lanes between 52nd and 60th. This analysis will include evaluating whether bicycle lanes can be accommodated between 52ns and the existing lanes on Division that begin at 78th/8oth. The analysis was deferred to the next phase because it was outside the scope of this project.

Roundabout Analysis for 7 Corners

At the request of the Community Working Group (CWG), Portland Office of Transportation (PDOT) staff performed an analysis of two roundabout options for 7 Corners. The CWG felt that the roundabout could help achieve several community goals – creating a special place, providing opportunities for greenscaping and/or public art, and slowing traffic. The CWG hoped that a roundabout at 7 Corners would help in their goal of removing the part-time travel lanes on Division.

Background

A roundabout is an intersection treatment that uses roadway geometry and signing to control vehicle and pedestrian interaction. Roundabouts increase the safety of vehicle occupants by significantly reducing the possibility of right-angle vehicle collisions as compared to traditional intersections. Auto speeds in roundabouts are typically 15 to 20 mph, significantly reducing the severity of any collisions that do occur. This speed also makes roundabouts safer for experienced cyclists, permitting them to travel with auto traffic. Roundabouts increase pedestrian safety by separating pedestrian-vehicle interactions by providing medians, called splitter islands, at each street so pedestrians only cross one lane of traffic at a time. Roundabouts have been shown to increase intersection capacity over more traditional intersection treatments and significantly reduce delay, especially during off-peak travel times. Reductions in vehicle delay area associated with reduced fuel consumption and auto emissions.

The analysis was based on existing conditions and entering traffic volumes at 7 Corners. The entering volumes are:

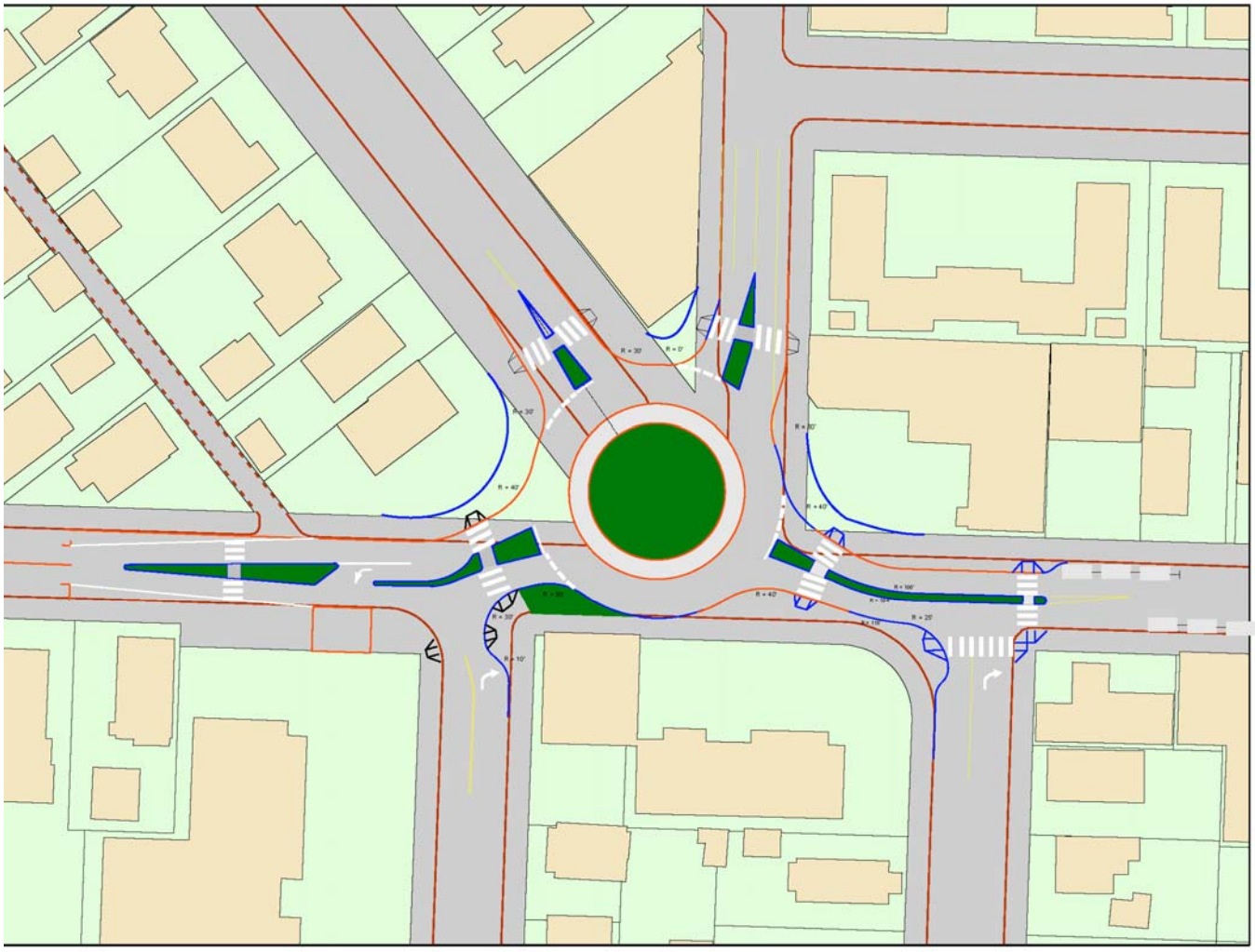
Division (WB): 7,131/day, 949 AM/478 PM; Division (EB): 6,081/day, 682 PM/359 AM; Ladd: 839/day, 54 AM/111 PM; 20th: 2,345/day, 149 AM/201PM; 21st: 1,960/day, 190 AM/186 PM.

Single Roundabout

The single roundabout performs at an adequate level-of-service with one entering and one exiting lane at SE 20th, SE Ladd, and both legs of SE Division. Buses and trucks could be accommodated with speeds in the 15 – 20 mph range.

The single roundabout would require additional right-of-way from the northwest, north and northeast corners of the blocks at the 7 Corners intersection. New landscaping could be added at the medians and in the center of the roundabout. Other changes to 7 Corners would include making both SE 20th and 21st south of Division right-in and right-out only and controlled by stop signs.

Because of this, existing bus service on the No. 10-Holgate bus would have to be rerouted northbound on 21st. The most logical location would be to keep the bus on SE 26th to Division and then travel down Division to the roundabout in order to access SE Ladd northbound. The existing bike boulevard on SE 21st and Ladd would also be affected. Currently a bike boulevard follows Clinton to 21st to Ladd northbound. The bicycles would have to turn north at 26th and continue north to Lincoln, potentially requiring parking removal on 26th or travel on Division. The traffic volumes on Division would require bike lanes between 26th and Ladd, also requiring parking removal.



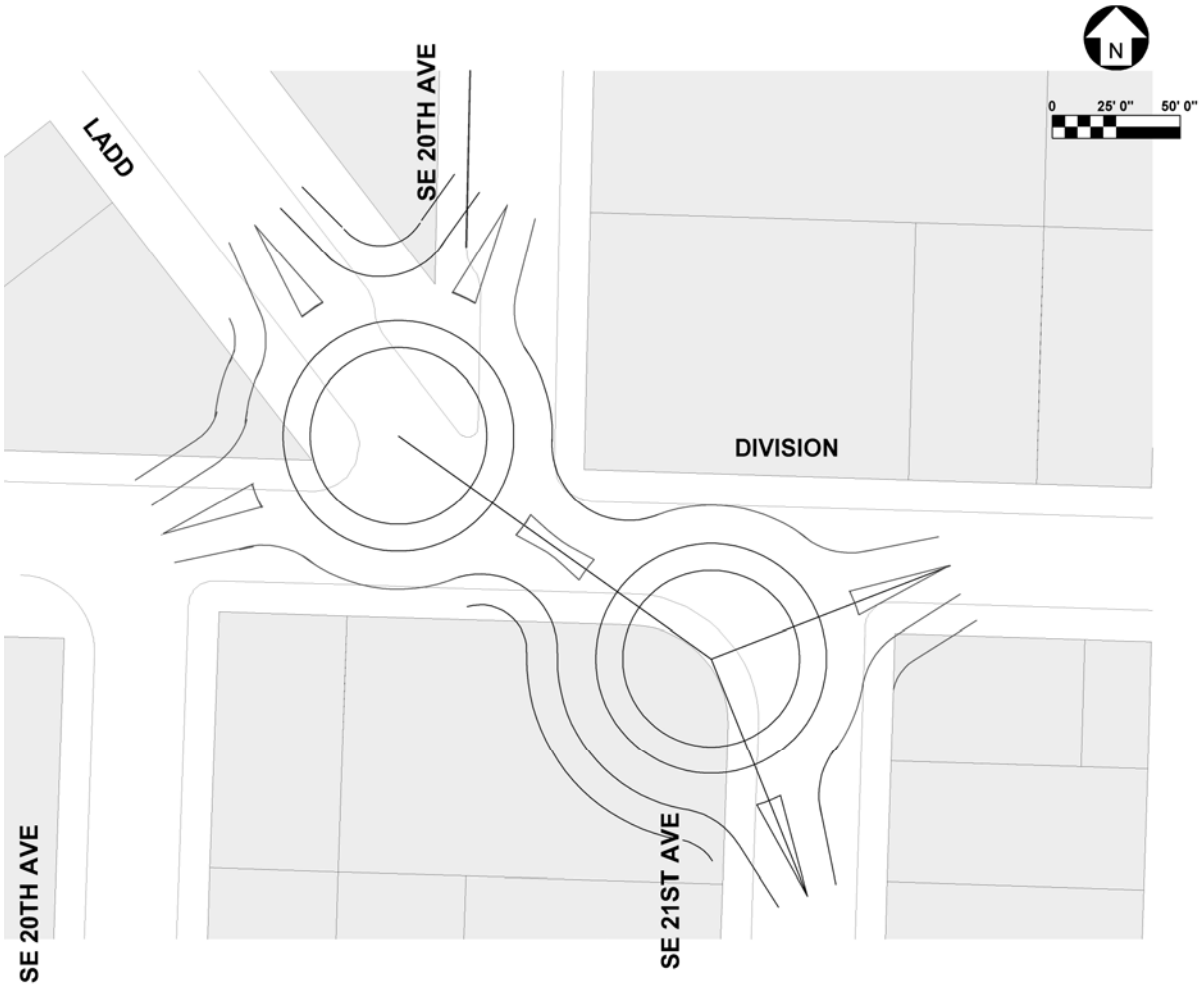
Double Roundabout

The double roundabout replaces the two existing signals at 7 Corners. Each leg of the intersection currently signal controlled would be included in the double roundabout. This design would require significant amounts of right-of-way, particularly at the southwest corner of SE 21st and Division. The site is currently developed with a convenience store and pizza shop. Most of the needed right-of-way would come out of an existing surface parking lot. The double roundabout performs at an adequate level-of-service with on entering and one exiting lane at SE 20th, SE Ladd, both legs of SE Division and SE 21st. Buses and trucks could be accommodated with speeds in the 15 – 20 mph range.

The double roundabout would not affect existing bus operations although bus stops would need to be relocated to the far side of the roundabout. Bicycle routing would also not be affected – bicycles travel in the same lanes and at similar speeds to motor vehicles.

Pedestrians would travel at the perimeter of the roundabout and could be forced to make significantly out-of-direction travel, particularly to reach bus stops.

The double roundabout would offer opportunities for two open areas within the roundabout and include landscaping in the medians.


N
0
25' 0"
50' 0"
LADD
SE 20TH AVE
DIVISION
SE 20TH AVE
SE 21ST AVE

D. Public Involvement

The Public Involvement section contains the following documents:

Declaration of Cooperation – Scoping a Land Use / Transportation Plan for the Division Street Corridor
Schedule of Meetings and Events
Community Working Group – Purpose, Responsibilities, and Relationships
Neighborhood Walk Report October
January Workshop Flyer
January Workshop Summary
April Workshop Flyer
April Workshop Summary
April Workshop Posters
June Workshop Flyer
June Workshop Summary
June Workshop Posters

The full record of public involvement is available for viewing at the Planning Bureau. This includes Community Working Group and Technical Advisory Group meeting agendas and meeting summaries, as well as written testimony submitted to the Portland Planning Commission and City Council.

DECLARATION OF COOPERATION
SCOPING A LAND USE/TRANSPORTATION PLAN FOR THE DIVISION STREET CORRIDOR
MAY 8, 2003

Preface:

In 2002, the Division Street Revitalization Coalition, a community-organized group of Southeast Portland residents and business organizations, developed a concept plan for SE Division Street called "Division Vision". The plan envisions Division as a "Green" Main Street. This means converting a corridor that divides the community into one that is more community-oriented, economically vibrant and environmentally sustainable.

The City of Portland (City), meanwhile, has made Division Street one of its priorities for redevelopment planning. The zoning along the street generally does not support the character of a multi-modal main street, as Division Street has been designated in the 2040 Regional Transportation Plan, and has resulted in a number of non-conforming land uses. The roadway itself is in serious disrepair and is due to be reconstructed, which presents an opportunity to redesign the streetscape as well, and achieve greater compatibility between land use and transportation. Portland's Bureau of Planning and Department of Transportation therefore anticipated a planning effort to address land use and transportation facilities on the Division Street corridor, perhaps starting later in 2003 if funding can be found.

The creation of a community vision for Division Street and the City's recognition of the need for planning in the corridor provided the opportunity for staff and community members to work together to develop the scope of work for the future planning project. It also provided the opportunity to identify a preferred public involvement process for the project.

The Transportation and Growth Management (TGM) Program provided funding to Oregon Solutions to facilitate this process. The mission of Oregon Solutions is to develop solutions to local problems that support economic, environmental, and community objectives simultaneously through partnerships between government, business, and non-profit organizations. Oregon Solutions utilizes a collaborative approach that brings all stakeholders to the table, including permitting agencies, funders, and organizations offering technical assistance, to develop an integrated, community-based solution. In other communities this approach has helped to leverage investments, expedite the project, identify valuable partners, and elevate the visibility of the project. The final step of the Oregon Solutions process is for all partners to sign a declaration of cooperation or agreement that commits their time or resources to the project.

Project Description:

The current project, Scoping a Land Use/Transportation Plan for the Division Street Corridor, has resulted in a draft scope of work that will be the basis for the city's application for a TGM grant. The application will be for a project called Division Green Street/Main Street to identify how to use Division Street's land uses, transportation function, buildings and urban design to accomplish Division Vision goals. The project objectives and public involvement principles have been developed through a collaborative process using the Oregon Solutions model.

Project Outline:

Community representatives and city and other local government staff have been meeting and working together to develop the scope of work for a future land use/transportation plan for the Division Street corridor. As part of this process, the group looked at opportunities, challenges, and constraints and identified those that could be incorporated into a TGM project and those that may need other resources. TGM projects must have at least a 50% direct transportation relationship. These discussions are summarized in Final Memorandum #1 and Final Memorandum #2.

The following represents the agreement of the parties participating the the initial phase of the Division Street Project:

I. The City of Portland will prepare and submit an application for TGM funding for the Division Green-Main Street Project. The project purpose will include the following objectives:

TRANSPORTATION: Balance the transportation demands competing for Division Street, including local and through traffic, transit, automobiles, trucks, pedestrians, and cyclists.

COMMUNITY DESIGN: Treat the planning for Division Street as part of a coordinated community design strategy that seeks to do the following:

- Cultivate areas along the street that are distinguished by their economic, social and cultural role in the community, design character, history and location.
- Support the economic vitality of Division Street for businesses and residences.
- Promote the understanding of and use of "green" approaches to design and construction that improve the long-term environmental performance of Division Street and the uses along it.
- Improve the design quality and urban form of Division Street and the buildings and spaces that line it.

- Preserve the distinct identity, history and ties to community life found at the different places along Division Street.

DIVISION STREET'S REGIONAL ROLE: Reconcile the local vision for Division Street and the centers and communities along it with the street's role in realizing the regional vision for compact and sustainable development in Metro 2040 Growth Concept.

IMPLEMENTATION: Begin implementation of the desired community design through the following:

- Establishing the proper land use and design framework.
- Removing unnecessary impediments to compatible development.
- Preparing a design program and strategy for physical improvements to Division Street and its right of way.
- Identifying new public and private means to advance this community design.

II. A steering committee of the current parties, plus representatives from Mt. Tabor Neighborhood Association and South Tabor Neighborhood Association will be consulted at critical points in the development of the scope.

III. The parties agree on the following preferred public involvement process principles for the Division Green-Main Street Project:

1. Build on the current collaborative approach being used for the project scoping phase and carry it into the next phase of the planning project.
2. Participants need ownership of the process.
3. The process should be inclusive.
4. The process should encourage respect for diverse interests.
5. Participants should help to educate each other.
6. Participants are accountable to their constituencies.
7. Participants should have equal access to information, including technical and policy information, early in the process.
8. The process should be supplemented by diverse and creative outreach efforts.
9. The process supplements existing legal procedures and is used to develop a product that will be subject to the public hearings process.

IV. The community representatives participating in the Oregon Solutions process agree to conduct outreach efforts such as:

1. Participate in a city/community team to make presentations or make presentations on their own using materials developed through the planning project.
2. Create opportunities for discussing the project on others' agendas and in other non-traditional forums.

V. The initial scoping phase of this project identified three objectives that are beyond the scope of a land use/transportation planning project along with potential partners for working on each of these objectives. The parties agree to work to find the partners and resources to further these objectives:

1. Develop a plan that helps sustain locally owned businesses.
2. Develop design standards for environmentally supportive building design.
3. Move toward more self-sufficiency, creating links between the elderly, ethnic communities and churches and schools to enhance the cross-generational communication between residents.

Project Participants for the Scoping a Land Use/Transportation Plan for the Division Street Corridor Project

Rex Burkholder, Oregon Solutions Convener/Metro
Jean Baker, Division/Clinton Business Association
Brenda Bernards, Metro
John Gillam, Portland Department of Transportation
Lynn Hanrahan, Mirador/7 Corners Localization Initiative
Steve Hanrahan, Mirador/7 Corners Localization Initiative
Ross Kevlin, Oregon Department of Transportation/TGM Program
Charles Kingsley, Division Vision/Richmond Neighborhood Association
Linda Nettekoven, Hosford Abernethy Neighborhood Association/Southeast Uplift
Jean Senechal, Portland Department of Transportation
Kelley Webb, Division Vision
David Zagel, Trimet
Joe Zehnder, Portland Bureau of Planning

With assistance from:
Linda Dobson, Bureau of Environmental Services
Matt Emlen, Office of Sustainable Development
Jeanne Harrison, Portland Department of Transportation
Nicholas Starin, Portland Bureau of Planning
Abby White, Oregon Solutions
Pete Dalke, Oregon Solutions
Dale Blanton, Oregon Dispute Resolution Commission
Anna Russo, Oregon Dispute Resolution Commission

Approval of Declaration of Cooperation:

The parties agree that it is their intent to cooperate to further develop the scope of work for the Division Green-Main Street Project if it is selected as a TGM project. This Declaration of Cooperation was approved by unanimous vote of those present on May 8, 2003.

Jean Baker, Division/Clinton Business Association
Brenda Bernards, Metro
John Gillam, Portland Department of Transportation
Lynn Hanrahan, Mirador/7 Corners Localization Initiative
Steve Hanrahan, Mirador/7 Corners Localization Initiative
Charles Kingsley, Division Vision/Richmond Neighborhood Association
Linda Nettekoven, Hosford Abernethy Neighborhood Association/Southeast Uplift
Jean Senechal, Portland Department of Transportation
Kelley Webb, Division Vision
David Zagel, Trimet
Joe Zehnder, Portland Bureau of Planning

Division Green Street / Main Street
Schedule of Meetings and Events

Division Street Fair July 24, 2004 (Community Kick off)
CWG Meeting September 1, 2004 (kick off)
CWG Meeting October 6, 2004
TAG Meeting October 6, 2004
Neighborhood Walks October 8-9, 2004
CWG Meeting November 3, 2004
Joint CWG and TAG Meeting December 1, 2004
CWG Meeting January 12, 2005
TAG Meeting January 12, 2005
Community Workshop January 22, 2005
Division/Clinton Business Association Annual Meeting January 25, 2005
CWG Meeting February 2, 2005
TAG Meeting February 2, 2005
Division Vision Coalition Meeting February 21, 2005
CWG Meeting March 2, 2005
TAG Meeting March 2, 2005
CWG Transportation subcommittee March 10, 2005
Pedestrian Advisory Committee March 15, 2005
CWG Land Use Subcommittee March 30, 2005
Community Workshop April 2, 2005
Community Working Group/DivisionVision Coalition Meeting April 7, 2005
Neighborhood Walk April 8, 2005
CWG Transportation subcommittee April 11, 2005
Portland Planning Commission Briefing April 12, 2005
Joint CWG and TAG Meeting April 13, 2005
Division/Clinton Business Association April 19, 2005
CWG Land Use Subcommittee April 27, 2005
Central Eastside Industrial Council Land Use Committee May 3, 2005
CWG Meeting May 4, 2005
TAG Meeting May 4, 2005
Southeast Uplift Land Use and Transportation Committee May 16, 2005
CWG Meeting May 18, 2005
CWG Meeting June 1, 2005
TAG Meeting June 1, 2005
Bicycle Advisory Committee June 14, 2005
Community Workshop June 18, 2005
Southeast Uplift Land Use and Transportation Committee July 18, 2005
Division Street Fair July 23, 2005
Richmond Neighborhood Association August 8, 2005
CWG Meeting August 9, 2005
Division/Clinton Business Association August 16, 2005
Mt. Tabor Neighborhood Association August 18, 2005
CWG Meeting September 6, 2005
South Tabor Neighborhood Association September 15, 2005
Portland Planning Commission hearing September 27, 2005
Portland City Council hearing in November or December 2005

*CWG – Community Working Group
*TAG – Technical Advisory Group

Community Working Group
PURPOSE, RESPONSIBILITIES, AND RELATIONSHIPS

Purpose

The primary purpose of the Community Working Group (CWG) will be to advise and inform City staff on planning issues. The CWG will consider the diverse interests of the community and represent a range of perspectives on planning issues. The CWG is not a decision-making body, however the CWG will provide input and ideas on:

- information provided by staff;
- broad public input (from neighborhood and business associations and other community members); and
- each member's personal views and knowledge of the study area.

The CWG will also assist staff in carrying out effective public involvement opportunities, and in evaluating options for land use and transportation concepts.

Responsibilities – What will you be asked to do?

- stay informed of community issues and priorities;
- attend and actively participate in regularly-scheduled CWG meetings throughout the planning process;
- attend and assist with other project events such as neighborhood walks, workshops and open houses;
- undertake related preparatory and follow-up work (2-4 hours per month); and
- help with project-related presentations and gather information from the community.

Representatives of neighborhood and business associations will be asked to report to their organizations regarding the progress of the plan. These organizations may in turn request that their representative brief the CWG and project staff regarding organization positions and issues.

Relationships

Throughout the planning process, staff and CWG members will learn about project-related issues and ideas from a variety of perspectives. As the planning process evolves, staff will generally bring information or draft recommendations to the CWG for consultation and feedback. Discussion of these issues and ideas, in a consensus-building environment, will lead to potential plan solutions. In turn, these will evolve into staff recommendations to decision-makers.

Interested members of the CWG may be asked to speak about the planning process to a wide range of audiences, including school groups, community organizations, and business groups. When discussing the Division Green Street/Main Street with their representative organization or with the community at-large, it is important that CWG members distinguish between the views of the Division Green Street/Main Street CWG, and their personal views.

Staff Responsibilities

The Division Green Street/Main Street project staff will support the CWG in the following ways:

- convene and moderate CWG and Technical Advisory Group meetings;
- provide the CWG with relevant project information in a timely manner;
- highlight issues, ideas and/or items that need CWG discussion and input;
- regularly update the CWG on plan process and products;
- provide summary notes of all CWG meetings for member comments and corrections;
- provide the CWG with an explanation when an issue or idea is not formally addressed and identify a possible recourse;
- respond to questions in a timely manner and be available to assist CWG members with organizational outreach efforts;
- update the CWG on Technical Advisory Group issues; and
- provide decision makers with the full range of issues and positions raised by CWG members.

Division Green Street/Main Street Neighborhood Walks Results Summary

City of Portland Office of Transportation

City of Portland, Oregon
Bureau of Planning

division
green street | main street project

For more information about the Division Green Street/Main Street project, please contact:

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Portland Bureau of Planning
1900 SW 4th Avenue, Suite 4100
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Acknowledgements

Portland Bureau of Planning
Vera Katz, Mayor, Commissioner-in-charge
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Laurel Wentworth, Planning Manager

Project Staff
Jay Sugnet, City Planner, Project Leader
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Teak Wall, Transportation Intern

In Cooperation With
Alta Planning and Design
David Evans and Associates
SERA Architects
Parisi Associates
Cogan Owens Cogan

With many thanks to the
Division Green Street/Main Street Community Working Group

Introduction

The Division Green Street/Main Street project is a collaborative effort between the City of Portland and the community to improve the livability, economic vitality, and transportation infrastructure of the SE Division Street corridor over the next 20 years. Focusing on the area between SE 11th and SE 60th, the project will develop policies and strategies to create a pedestrian-friendly mixed-use area that reflects and reinforces community values.

The project contains the following elements that, together, will achieve the main street character desired by the community:

- **Transportation improvements that encompass transit, pedestrian, bicycle, and vehicular use and traffic management**
- **Land use patterns that ensure compatibility between commercial and residential uses**
- **Sustainable and "green" development and practices**

A State of Oregon Department of Transportation "Transportation/Growth Management" grant is helping to fund the project's work program, particularly by funding transportation and urban design work. As part of this project, residents, business people and other interested parties participated in neighborhood walks held on October 8 and 9, 2004.

This document summarizes the results of the neighborhood walks. These results will be considered, along with other elements of the project – among them surveys, workshops, and meetings with individual groups – in subsequent engineering/design development phases of street improvements to Division Street. They also may be used as the basis for changes to the City's zoning code and *Comprehensive Plan* as they pertain to Division Street.

The Walks

Three walks were held on Friday, October 8th, and four were held on Saturday the 9th. The four different scheduled walk segments are shown below. Walk #4 on Friday was cancelled.

1 Division from 10th – 24th
Parking: St. Philip Neri Church
2408 SE 16th Avenue
Meet at SE 16th & Division

2 Division from 24th – 35th
(including Clinton Street)
Parking: Hosford Middle School
2303 SE 28th Place
Meet at SE 28th Place & Caruthers

3 Division from 35th – 47th
Parking: Richmond Elementary School
2276 SE 41st Avenue
Meet at SE 42st & Caruthers

4 Division from 47th – 60th
Parking: Atkinson Elementary School
5800 SE Division Street
Meet at SE 58th & Division

Neighborhood Walks Participants

There was a great turnout for the walks, despite the weather, and citizens had a lot to say about their street and its future. The following list summarizes who attended the Division Neighborhood walks:

Friday October 8, 2004
Weather: chill, and continuous rain.

Section 1: SE 10th – SE 24th
Facilitator/Note Taker:
Jean Senechal Biggs
Photographer: Teak Wall
Attendees: Gary Hood, Suzanne Hood, Curt, Linda Nettekoven, David Aulwes, Lynn Hanrahan, and Steve Hanrahan

Section 2: SE 24th – SE 35th
Facilitator: Jay Sugnet
Note taker: Catherine Van Ginkel
Attendees: Carolyn Brock, Amy Lou, Simon Cutts,Kyleigh Kent, Josh Warner, Jacob Brostoff

Section 3: SE 35th – SE 47th
Facilitator: Jeanne Harrison
Note Taker: Mia Birk
Attendees: Debbie Stoller,
Later joined by Mike Rose of Alta and Joe Zehnder, plus 1 other

Section 4: **SE 47th – SE 60th**
Cancelled on Friday

Saturday, October 9, 2004
Weather: partly cloudy, some rain

Section 1: SE 10th – SE 24th
Facilitator:Jay Sugnet
Note Taker: Catherine Van Ginkel
Attendees: April Cottini, Bob Fisch, Eshawn, Kevin Kraus, Yumai Yang

Section 2: SE 24th - SE 35th
Facilitator: Julie Gisler
Note Taker: Sumi Malik
Attendees: Debbie Stoller, Terry Butler

Section 3: SE 35th – SE 47th
Facilitator: Joe Zehnder
Note Taker: Jean Senechal Biggs
Attendees: Carrie McIntyre, Nancy Baker, Steve Reinemer, Glenn Lambert

Section 4: SE 47th – SE 60th
Facilitator/Note Taker: Jeanne Harrison
Photographer: Teak Wall,
Attendees: Paul and Alexa Leistner (Mt Tabor/CWG); Troy Hayes (South Tabor/ CWG)—joined by wife and two children; Geraldine Muoio (resident); Raj and Lisa Krois (homeowners); Peter Grimm (resident/developer).

Summary of Issues: 1. General

In general, walk participants said they would like Division Street to:

- **contain a diversity of uses;**
- **have a transportation system that meets the needs of all users;**
- **have a pleasant, environmentally-friendly streetscape enlivened by street trees, swales, wide sidewalks, and well-designed buildings, and**
- **be economically successful.**

Summary of Issues: 2. Transportation

Pedestrians:

Suggestions:

- **Put in curb extensions.**
- **Increase sidewalk width (remove on-street parking).**
- **Buffer pedestrians from cars (include on-street parking along the length of the street).**
- **Add more signals.**
- **Stripe more crossings, particularly at bus stops.**
- **Consider zebra striping.**
- **Consider different paving treatment.**

- **Sidewalks seem too narrow in places.**

- **Crossing the street is difficult and dangerous, especially for children and the elderly. Locations where crossing Division is particularly difficult are 11th/12th; 18th; 20th/21st/Ladd; 28th, 30th; 37th; 42nd/43rd; 50th, and 57th.**

Summary of Issues: 2. Transportation

Pedestrians, Continued:

- **Need better pedestrian access through the two major institutions: Franklin High School and St. Philip Neri Church.**
- **During storms, water in the gutter regularly splashes onto pedestrians and transit users.**

Bicycles:

- **Bike lanes are needed on 20th and Ladd north of Division.**
- **There is a bike/car gridlock at Seven Corners.**

Summary of Issues: 2. Transportation

Transit Users

- **Stops are not always well-located.**
- **Some stops require riders to get off in the dirt or landscaping.**
- **At the bus transfer point at 20th/Ladd/Division people wait for either the #10 or the #4 at the NW corner of Ladd and Division. When they see which bus is coming they run to the stop to get to it. This is inconvenient at best and unsafe the rest of the time.**

Traffic

- **There is too much traffic congestion.**
- **There is cut-through traffic to Clinton.**
- **Trucks don't belong on Division.**
- **Speeds are too fast along the curve and east of 60th.**

Suggestions:

- **Keep lane next to New Seasons driveway open. It helps to distribute traffic.**
- **Make Division three-lanes, with the middle lane being reversible.**
- **Construct a traffic circle or other device at 50th and Clinton.**

Parking

- **Some places need more parking.**
- **Remove all on-street parking (to increase sidewalk width).**
- **Retain all on-street parking and add more (to buffer pedestrians from cars).**

Summary of Issues: 3. Environment/Sustainability

Suggestions:

- **Enhance the environmental integrity of the street by incorporating more bioswales into parking lots and other sites, planting more street trees, and including planting strips in the right of way.**

- **Possible locations for bioswales or plantings:**
  - **Triangle corner adjacent to Multnomah County offices**
  - **Curve at 43rd**
  - **Mirador parking lot**
  - **SE 19th vacant lot**
  - **New Seasons**
  - **22nd and Division**
  - **42nd on the south side in grassy area next to parking lot**
  - **One block East of 60th vacant lot**

St Philip Neri Bioswale

Summary of Issues: 4. Diversity and Interrelationship of Uses

There are too many non-conforming commercial businesses on residentially-zoned properties.

Suggestions:

- **Businesses need to locate in nodes so as not to perpetuate strip-commercial.**
- **Homes – single- and multi-family – should predominate in the areas between the commercial nodes, although mixed residential/commercial/community service projects should be able to locate anywhere.**
- **Existing buildings should be upgraded instead of being torn down and rebuilt with something new.**
- **Businesses should serve the local community, especially families and children, instead of drawing traffic from regional customers.**
- **Side streets have great opportunities for sidewalk cafes and outdoor activities – they are quieter and have wide sidewalks.**

Among the uses should be open space, institutions, and community meeting places.

Summary of Issues: 5. Streetscape and Opportunity Sites

Streetscape

- **There are not enough street trees.**
- **Billboards affect the visual appearance in a negative way.**
- **39th and Division has no eye candy.**
- **Noise from traffic is increasing, especially since New Seasons opened.**

Suggestions:

- **Plant more street trees and prune and better maintain those that already exist.**
- **Fix up and re-use buildings that are empty or dilapidated.**
- **Spruce up landscaping.**
- **Landscape the area between parking lots and the sidewalk.**
- **There needs to be design review for new buildings.**

Opportunity Sites

- **Large site just east of 60th**
- **Deli site across from Franklin High School**

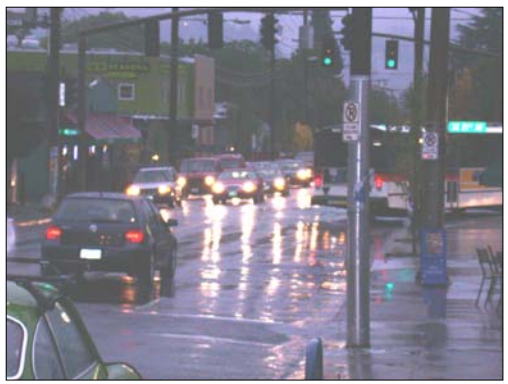
Walk # 1: SE 10th - SE 24th

Walk # 1 Themes: Vacant/Underutilized sites, Bioswales

- **Too many billboards in bad places: Please get rid of them.**
- **Vacant/underutilized sites: Could they be parks or bioswales? Community-friendly uses?**
- **Mixed-use buildings: could we have high density housing with ground-floor retail/community service uses?**
- **What about 19th street: City ROW, in private use: could it be a park?**
- **Redevelop sites with pedestrian un-friendly facades: too many apartment buildings with no doors or windows facing the street.**
- **We want family-supportive businesses.**
- **New Seasons: we like the store, but bringing more traffic/parking issues for nearby businesses, love the bioswale.**

Walk #1 Themes: Traffic/Pedestrians

- **More crosswalk striping and/or curb extensions for easier pedestrian crossings.**
- **Backup at 11th and 12th when train passing: pro-time lanes (outside parking lane used for traffic at the peak times-no parking) good here for turning movements.**
- **Want new uses at 11th and 12th, more suited to neighborhood.**
- **Traffic backups at peak makes crossing more difficult.**
- **Pro-time lanes make it hard to cross the street and pedestrians get splashed (rain).**
- **Parking would help pedestrians cross/buffer.**
- **Keep lane next to New Seasons open.**
- **Intersections that need help (traffic and pedestrians): 18th, 20th/Ladd, 11th/12th.**
- **Idea: make Division 3 lanes with middle reversible/shared.**



Walk # 1 Themes: Seven Corners, 20th/Ladd:

- **Pedestrian crossings are difficult here.**
- **Walk signal crossing Division not long enough for elderly/strollers.**
- **Cars running red lights.**
- **Could have curb extensions.**
- **Coordinate #4 and #10 bus stops.**
- **Should be "no parking at all times" in intersection in front of businesses (middle of intersection).**
- **Need better curb ramps (ADA).**
- **Want a Bioswale in triangle corner of Ladd.**
- **Revise turning radius.**

- **Pedestrian push button in strange place: up next to Starbucks window.**

Walk # 2: SE 24th - SE 35th

Walk #2 Themes: Pedestrian Enhancements

Pedestrians:

- **Intersection at 28th needs: louder audible walking signal, signal for all four directions (instead of 2), signal timing more like 60th, better crossing.**
- **28th Place: SW corner of intersection seems to be vacant. Could be developed as residential or kept up better.**

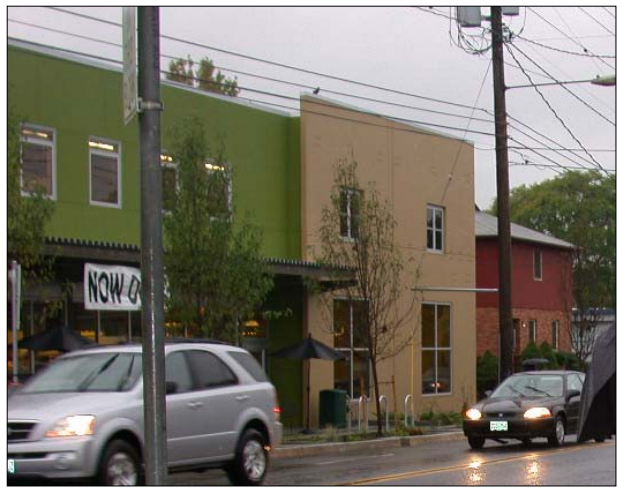
- **Kappaya parking lot not pedestrian oriented: spaces adjacent to sidewalk with no buffer between.**
- **More pavement at bus stop at 34th so that passengers getting out at back door have something to stand on.**
- **More crosswalks by Wild Oats: too difficult for pedestrians to cross here.**
- **Street Trees!**

Walk #2 Themes: Traffic, Green Space, and Main Street Atmosphere

Green Space/Traffic:

- **Want increased green space for communal gathering. Kid-oriented appreciated.**
- **Volume of traffic, even on a Sunday morning, is overwhelming.**
- **At 30th it is difficult for traffic to cross Division.**

New Season's Market



Main Street:

- **Like: residential segments with commercial pockets at intersections--34th and Division a good example of commercial that serves neighborhood. We don't want as much commercial as Hawthorne.**
- **Homes converted to stores are nice.**
- **Concern that Wild Oats may leave--what would happen to the site if it does? Could the underutilized parking lot be dense housing?**

Walk # 3: SE 35th - SE 47th

Walk # 3 Themes: Pedestrian Enhancements

- **Discussed the need for additional marked pedestrian crossings, particularly where there are bus stops.**
- **Noted how extremely loud the traffic makes the pedestrian experience.**
- **Suggestions about stripping off on-street parking in order to widen the sidewalk/landscaping area (parking strip), in coordination with development of on-site, off-street parking wherever possible (this would be a very piecemeal approach).**
- **Concerns expressed about the space constraints and what could really be done.**

Walk #3: Vacant/Underutilized Sites/Housing Locations

- **Between 4016 and 4004 is a vacant lot (meth lab that was torn down). Concerned that redevelopment will look ugly. No design review on Division. CS zoned.**

- **Storefronts attached to old bungalows: some hate to see this; some spoke positively about the woman who is redeveloping one at 36th near Emerson House.**

- **Possible to get tax credits for retaining old structures? Particularly for ones that do not qualify for National Register of Historic Places. Would be a way to encourage keeping old buildings.**

- **Concerns about Wild Oats going out of business because of**
- **New Seasons down the street. Wild Oats is an anchor for the**
- **businesses across the street.**

- **Rite Aid at 39th was a Kienow's grocery store.**

- **Multi-family housing on north side between 37th and 38th is zoned CS.**

- **Adult Theatre: want to see it change. Apparently the owners have had numerous offers over the years but have not wanted to sell the building.**

- **Attendees said they have shopped in all the stores along Division, even the Buy Right.**

- **The recessed/depressed building (with Clanton Insurance) off 42nd (half-block north off Division) – it's ugly, hard to see, could be redesigned into something better.**

- **Vacant/underutilized site: the former Division Street sub-station, south side around 44th – currently being used to store vehicles that they repair at their shop nearby and across the street, could be an opportunity site?**

Walk #3: Traffic

- **Noted presence of several gravel dump trucks and one flatbed tractor-trailer, all of which should have been on Powell.**

- **Noted the constant stream of traffic and the frequent back-ups (as much as 4.5 blocks long), especially eastbound from 35th to 39th, and also intermittently when cars were backed up behind left-turners.**

- **Huge city-wide crosswalk problem: drivers don't stop.**

- **Hard to get across the street during rush hour. Cars may be going slower (20 MPH) but they don't stop.**

- **Signals in core area between 39th and 34th are spaced far apart. Signals provide the best control of traffic for crossing the street. Possible to get more signals?**

- **Like the scale of the eastside small main streets but these streets are overused for traffic demands.**

- **Like the feel of Division Street; encourages driving on it.**

- **During rush hour, people cut through to Clinton.**

Walk #3: Main Street/Green Street Features

Green Street

- **Excellent opportunity as curve (43rd) for bioswale/planting area.**
- **Noted the need for building access.**
- **Also need to check the ROW to see what the City owns versus private.**

Main Street

- **Like the funkiness of walking on Division.**
- **Like the area between 37th and 35th.**
- **Building that Laughing Horse books is in is a good building.**
- **The Drawing Studio needs new curtains.**
- **Emerson House has taken good care of their sidewalk and landscape. It feels good.**
- **Want more storefronts along Division.**
- **Side streets have great opportunities for sidewalk cafes and outdoor activities – they are quieter and have wide sidewalks.**
- **Bliss and Buy Right need street trees.**
- **Like the main street feel with residential behind.**
- **Noted the potential for signage to link the nodes thematically.**
- **Also noted the need to balance aesthetics with auto visibility (larger signs).**

Walk # 4: SE 47th - SE 60th

Walk#4: Pedestrian Enhancements

- **Need more street trees.**
- **Need to look at pedestrian signal at Atkinson School at 57th. It takes a long time to change and children run across the street. A curb extension would help on the school side of the street.**
- **Intersection at 50th is not pedestrian-oriented – wide crossing and auto-oriented development.**
- **Street is more pedestrian-oriented near 47th – quieter, seems narrower.**
- **Off-set streets near 47th make crossing difficult**
- **Front of Atkinson is unattractive where there is garbage pick up and parking for principal.**
- **Large curb cut at Vision Auto Repair is not pedestrian friendly.**
- **Need garbage cans around Franklin for litter.**
- **Need access through Franklin grounds from Division to south along west side of school grounds.**
- **Sidewalks east of 60th (both sides) are too narrow. Can the sidewalk be widened at the NE corner by removing bushes and creating a larger pedestrian area?**

Walk # 4: Vacant/Underutilized Sites

- **Deli site across from Franklin (zoned CG) in possession of federal government. Possible site for community owned property including meeting area. Currently contaminated with waste oil.**
- **Franklin High School along Division frontage – currently uninviting and dead – no activity.**
- **Storefront at 4836 Division is empty.**
- **Empty storefronts on south side of street between 47th and 48th.**
- **Some storefronts aren't being used that way (windows covered), e.g., 4834 Division – old Division Bakery.**
- **Hair salon at 48th could redevelop – currently 2 small buildings.**
- **A-1 Bird Bath at 48th – long time use; was for sale.**
- **Large site just east of 60th adjacent to storefront development – great potential for commercial and housing.**

Walk # 4: Traffic

- **Don’t want 4 travel lanes.**
- **Could there be a traffic circle or other device on 50th at Clinton to slow traffic coming down the very steep hill?**
- **Don’t use large-scale mast arms for new signals (out of scale).**
- **Speeds are too fast east of 60th – does there need to be 4 lanes and no parking?**
- **Lots of dump trucks both full and empty in both directions – at least 9 between 10:40 and 12:50.**
- **Other trucks not as prevalent – produce truck, Coca Cola truck, misc. truck.**

Walk # 4: Main Street Features

- **Trade up Music at 47th needs storefront improvements.**
- **Scoreboard Bar needs frontage improvements.**
- **Need street trees between 50th and 51st (south side).**

- **Need to fix up storefronts between 49th and 50th.**
- **Billboards need to go. Need to help property owners figure out how to get out of leases. If they have to stay; use for community announcements.**
- **Need small grocery near 49th-50th to serve area.**

To all the community members who participated in the Division Street neighborhood walks:

Thank You!

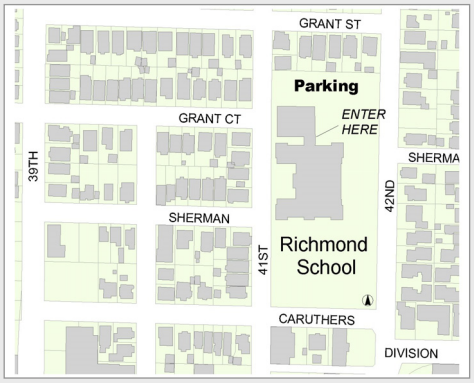
Come help shape the future of SE Division Street

Division Street Community Workshop

Saturday, January 22nd
9:00 a.m. – 12:00 p.m.

Richmond School Cafeteria
2276 SE 41st Avenue

- Enter at northeast corner of building off parking lot
- TriMet lines 4 and 75
- *Light refreshments will be provided*



What is the Division Green Street / Main Street Project?

The Division Green Street/Main Street Project is a collaborative effort between the City of Portland and the community to improve the livability and economic vitality of the SE Division Street corridor over the next 20 years. Focusing on the area between SE 11th and SE 60th, the project will develop policies and strategies to create a pedestrian-friendly commercial district that reflects and reinforces community values, including a focus on sustainable and "green" development. Project considerations include:

- Improving access to transit
- Improving safety for pedestrians, bicyclists, and drivers
- Improving traffic signalization
- Examining alternative vehicle lane and on-street parking configurations
- Examining innovative rainwater management techniques
- Examining land use patterns in relation to existing zoning
- Proposing zoning changes consistent with project goals (zoning changes are not anticipated to result in major changes in development density)
- Examining "green" building techniques

A State of Oregon Department of Transportation (ODOT) Transportation and Growth Management (TGM) grant is helping to fund the project. The project may result in changes to the City zoning code and comprehensive plan along Division Street. The plan will also guide the Division Streetscape and Reconstruction Project, which will repave the street and build streetscape improvements on Division Street between SE 6th Avenue and SE 39th Avenue. The street repaving and construction is funded with $2.5 million of federal transportation funds and is scheduled for 2007.

You're Invited!

9:00 AM Open House
- Browse informational material on topics related to sustainable development

9:30 AM Workshop
- Learn about the Division Green Street / Main Street project—past, present, and future
- Review and comment on the goals and the draft concept for the corridor

11:30 AM Open House

Contact Us

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Portland, OR 97201

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Web: http://www.portlandonline.com/planning/

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Upcoming events

April 2005	Workshop to comment on urban design proposals and transportation alternatives
June 2005	Open house to comment on draft plan
Summer 2005	Planning Commission and City Council adoption

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Bureau of Planning
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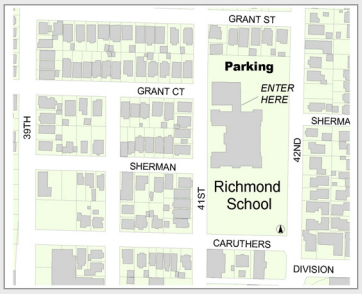

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Division Green Street Main Street Project

Public Comment Report

Community Workshop 1

January 22, 2005

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Division Green Street / Main Street Project Background

The Division Green Street/Main Street Project is a collaborative effort between the City of Portland and the community to improve the livability and economic vitality of the SE Division Street corridor over the next 20 years. Focusing on the area between SE 11th and SE 60th, the project will develop policies and strategies to create a pedestrian-friendly commercial district that reflects and reinforces community values, including a focus on sustainable and "green" development. Project considerations include:

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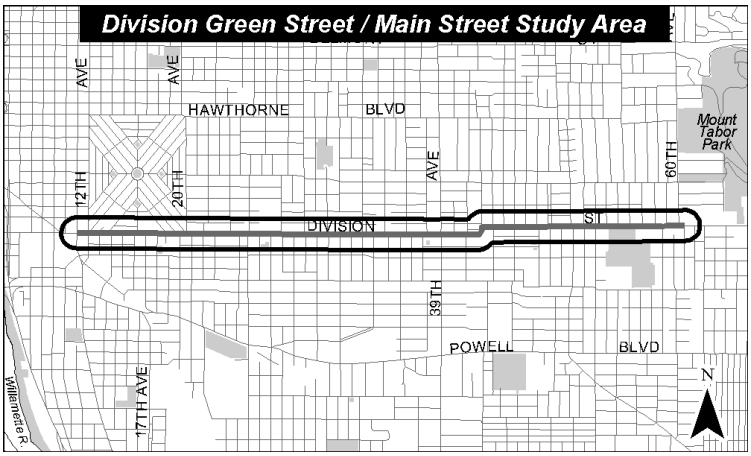

For more information

Contact Jay Sugnet at the City of Portland Bureau of Planning:

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Division Green Street / Main Street Project

Public Comment Report

Community Workshop 1

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Introduction

The first community workshop for the Division Green Street / Main Street project was held at Richmond Elementary School cafeteria on January 22nd, 2005, from 9:00 a.m. to 12:00 p.m. The purposes of the workshop were

- to inform the public about the project;
- to explain the existing conditions, opportunities and constraints facing the corridor;
- to solicit input on the Draft Concept; and
- to demonstrate sustainable transportation infrastructure concepts and solutions.

The workshop was widely publicized, with almost 10,000 fliers mailed out to area residents, businesses, and landlords. Area businesses sported posters advertising the event, and there were articles in *The Oregonian* and the *Southeast Examiner*. The school cafeteria was standing room only and over 200 people participated in the workshop.

This report contains a summary and compilation of the public comments received during the January 22nd community workshop.

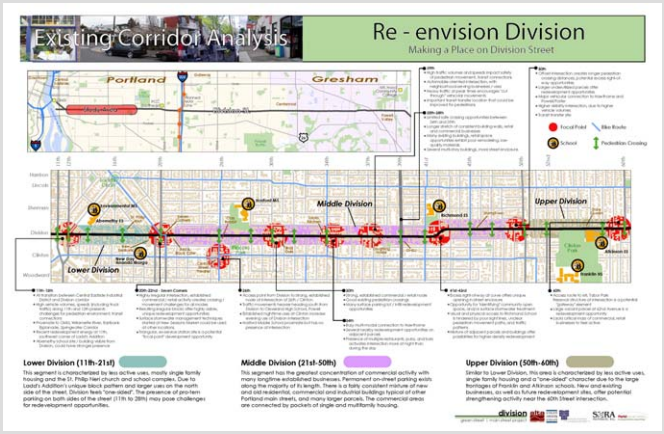
Workshop Summary

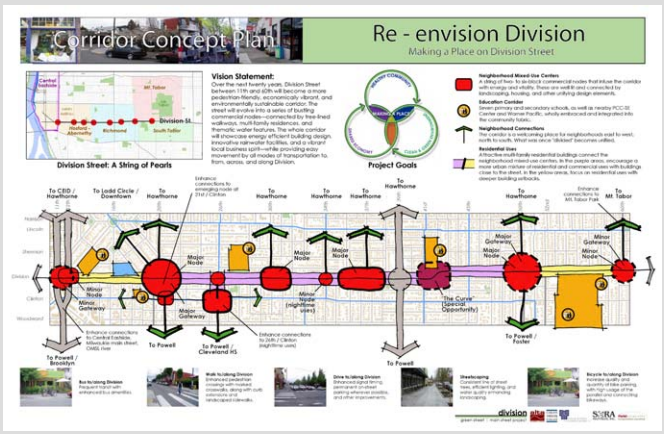
The workshop began and ended with a 30-minute open house that provided participants the opportunity to peruse background information, such as maps detailing the transportation infrastructure along the corridor. The Draft Concept and the project Goals/Objectives graphics were displayed prominently so that participants could write comments on sticky notes and post them directly on the images. Also, booths were set up to help participants learn about related information, such as stormwater management techniques and the Think Local First campaign.

In addition to the Think Local First campaign, the Hosford-Abernathy Neighborhood Development Association provided information on the history of the Division corridor and the Mt. Hood Freeway, the Seven Corners Localization Initiative showed configurations for a roundabout at the intersection of Division and 20th/21st/Ladd, the Division Green Street / Main Street Community Working Group signed people up for another series of neighborhood walks in the spring, a community member explained plans for the old Wake-Up Deli site, the Portland Office of Transportation presented information on transportation options, the Portland Bureau of Environmental Services showed different methods for handling stormwater, a representative from TriMet answered questions about transit in the corridor, the Portland Office for Sustainable Development presented green building techniques, and the Richmond Elementary School principal and the Parent Teacher Association each displayed information.

The workshop was opened with an introduction and comments by Charles Kingsley and Jean Baker, who are both area residents and members of the Division Green Street / Main Street Community Working Group. Kingsley runs a business and Baker is the president of the Division / Clinton Business Association. Project Manager Jay Sugnet from the Bureau of Planning summarized the history of the Division Street Corridor and the project background, purpose, and timeline. Lead consultant Mia Birk, of Alta Planning + Design, explained the existing conditions in the study area and presented the Draft Concept for the corridor.

After the presentations, there was a short question-and-answer period, and then about 100 of the workshop attendees participated in small group discussions designed to elicit feedback on several major issues, including the project goals and objectives, the major themes proposed in the Draft Concept, and needed transportation improvements. Each of the nine tables was staffed by a notetaker and a facilitator, who led the discussion over a set of seven questions. The questions were written on the back of the workshop evaluation form, and attendees were encouraged to write detailed responses to the questions in addition to participating in the small group discussions. The following section contains a summary of the comments received, both oral and written, for each question.





The Draft Concept

The Draft Concept was developed by the consultant team based on comments received during a series of neighborhood walks held in October of 2004 as well as on feedback from the Division Green Street / Main Street Community Working Group. The Draft Concept includes an existing corridor analysis that examines the three main sections of Division as well as key intersections. The second half of the Draft Concept is the corridor concept plan, which shows the vision for the future of the Division corridor. The Draft Concept is available on the web at http://www.portlandonline.com/planning/index.cfm?c=36053.

Summary of Comments Received

1. What are your favorite places along Division Street? What are the features that attract you to these places?

Most people named small local businesses in the Seven Corners area (20th/21st/Ladd) or between SE 30th and 38th Avenues. Food-oriented businesses such as restaurants, cafes, and grocery stores were frequently mentioned. Division Hardware was the place named most often, clearly a community favorite. Open spaces such as Piccolo and Clinton Parks were referenced, as were the bioswales at New Seasons and St. Philip Neri Church. Participants liked the fact that these places are community-oriented, offer practical, everyday products and services, are locally-owned, and are easy to access by walking and biking.

2. The goals and objectives for this project were agreed upon by the Community Working Group. These will be used to evaluate the transportation and urban design alternatives. Do you agree with the goals concept as a framework for the project?

The majority of respondents remarked positively on the project goals and objectives. Many appreciated the holistic approach and felt the goals reflected their own desires for the corridor. Critiques included the suggestion that there are too many goals, that "sustainability" is too vague a topic to be a goal, that the concept of "safety" should be a goal, and that the goals should be measurable in a quantifiable way.

3. The Draft Concept emphasizes the idea that in the future, Division Street will be like a necklace, composed of a string of "pearls," or commercial nodes. In between the distinct commercial nodes—some large, some small—will be medium to high density residential buildings. At the ends of the necklace are Mt. Tabor and the Willamette River. Do you support this vision for the future of Division Street?

The feedback on the string of pearls concept was supportive on the whole, although many respondents had suggestions regarding the specifics and concerns about implementation. Suggestions included changing the terminology from "pearls" to "beads" to emphasize the uniqueness of each node and including different sizes and types of nodes, such as smaller, "quiet" nodes. Some were concerned about the areas in between the nodes and offered the reminder not to plan for "dead spots" along the corridor. A few people thought that maintaining distinct nodes along Division was unnecessary—the important objective is to maintain the residential character of the neighborhoods surrounding Division.

Although the Draft Concept would not alter the allowed densities along Division, many comments focused on concerns about high density development. Most respondents viewed more dense development in a positive light, but many cautioned that design of multi-family buildings is critical to their compatibility and success, and called for design review or performance standards. Some pressed for height limitations of two to three stories. Some attendees argued that density leads to increased traffic and congestion, requires too much parking, and that new multi-family housing will likely not be an affordable housing choice due to the expense of building well-designed units.

4. The Community Working Group has identified the management and visibility of water as an important theme. Do you agree? If so, how do you envision that theme being expressed? If not, what other themes do you think would help provide a unifying element for the Division Corridor?

The feedback on this concept was mixed. Some people found the idea very attractive, and suggested many expressions of the water theme, including bioswales, Benson Bubblers, fountains (especially mentioned for the area of "the Curve" between 41st - 44th Avenues), daylighted underground streams, ponds, and tile or mosaic symbolic expressions of water. Others had concerns about maintenance or expense, or simply found the idea unnecessary. Many ideas for alternative themes were mentioned, including trees (this was mentioned many times), landscaping, banners, lighting, art, and artistic bus shelters.

5. **Division as an education corridor is another theme that has been identified. The Draft Concept views the schools as an asset to capitalize on, and advocates making connections between the schools and the street through physical design features as well as through community activities and events. Do you agree that this should be an important focus for this project? If so, how would you implement it? If not, what are your priorities for the corridor?**

The idea of Division as an education corridor was met with an overwhelmingly positive response from the community. Ideas included involving parents, non-parents, and the elderly in the schools; incorporating kids into the community through arts and community events; increasing the visibility of schools; improving the crossings at schools; and transforming schools into community resources that can house social activities during off-hours.

6. **There are many things that make up a good pedestrian environment—wide sidewalks, street trees, good lighting, landscaping, frequent crossing opportunities, curb extensions, interesting buildings, places to sit, etc. What is your experience as a pedestrian on Division—during the day, at night, at rush hour? What locations are most important to cross the street? Where is it unsafe or difficult for pedestrians to cross?**

The consensus reached at the workshop is that crossing Division is very challenging everywhere along the corridor, particularly at existing commercial nodes. Locations mentioned over and over included Seven Corners (20th/21st/Ladd), 30th at Wild Oats (mentioned as needing a stop sign or traffic light), 34th – 38th in general, 37th, 39th, "the Curve" (41st – 44th), and 45th. Some suggested innovative crossing solutions, such as zebra crosswalks or artsy designs painted on the intersections. Other pedestrian-related concerns were slowing down traffic and improving the bus stops and shelters along the corridor.

7. **What is your experience as a driver along Division—during the day, at night, at rush hour? Are changes needed? Where and which ones? Are there places where it is difficult to park?**

Many of the comments received focused on the congestion at the SE 39th intersection and the cut-through traffic it generates. Respondents claimed that the back-up at the 39th intersections causes many drivers to cut through on Clinton and Lincoln, despite traffic-calming efforts on these streets. Attendees suggested adding a dedicated left-turn phase to the signal at 39th. Others were concerned about congestion at the 11th/12th intersections due to the on-street parking and at Atkinson Elementary school during student drop-off and pick-up times. Some people mentioned that the traffic around New Seasons is dangerous, especially when west-bound cars attempt a left turn into the parking lot. Banning left turns in that location was a suggested solution.

Appendix 1 – Transcription of Comments

The following is a comprehensive list of comments received at the workshop.

Evaluation Form Comments

1. What are your favorite places along Division Street? What are the features that attract you to these places?

- Small locally owned businesses. Friendly people. Division Hardware. Hedge House. St. Philip Neri.
- Laughing Horse, bioswale; plantings in front of coffee shop @ 13th (?); 7 corners; mural, unique, creative, connected to community
- New Seasons, Lauro. Good design, vibrant color, community-based businesses.
- Restaurants, Wild Oats, New Seasons. Landscaping, attractive appearance, and food.
- The community gardens office and Parks greenhouses in the Parks Bureau. Yards at about 6400 (6447 I think).
- 34th to 38th
- Dairy Queen and Stumptown: good food.
- Hedgehouse, Kalga Café, Carpe Vinium, Division Hardware
- Division Hardware, Clinton & 26th
- Division Hardware (good people) / Lauro Restaurant (good food) / New Seasons (good groceries)
- Genies! Quilt shop at 49th
- 34th & Div (Lauro Med. Kitchen, Ander's Printing Co., Pix, Hedgehouse). Diversity of business.
- My LEAST favorite places on Division are the loonie left bookstore at 37th and the loonie left coffee shop at 22nd. Graffiti does NOT attract me to places along Division.
- Mixture of business types
- Portland Impact Bldg (great mixed use building, affordable housing), Hedge House (outdoor patio, good food and brews, good price), Urban Grounds (solar access, great landscaping).
- 34th and Seven Corners
- I like it all except for the litter.
- Lauro, Appethaizing, Eugenio's, Detour, Red & Black, Piccolo Park, bioswales and New Seasons, St. Philip Neri, Full Spectrum
- I don't consider it a shopping street, but I use the hardware store the most.
- Restaurants and beauty parlors
- "Small town" ambiance of businesses like Division Hardware, diversity of small eating places, Portico, Village Merchants
- Seven Corners—Red & Black Café. The Curve—new infill at 41-43rd.
- Detour Café, Pix corner (Lauro & Hedgehouse). REALLY love Division Hardware—so helpful. 26th and Clinton corner (Dots, K+F, theater)
- Clinton Park—green grass and lots of room to move. Rest of street looks ugly and needs exterior paint that complements, not clashes. Looks ugly now. I don't spend time on the street because of ugliness.
- Division Hardware, Wild Oats, Clays, Havens Coffee House

2. The goals and objectives for this project were agreed upon by the Community Working Group. These will be used to evaluate the transportation and urban design alternatives. Do you agree with the goals concept as a framework for the project?

- Yes.
- Yes.
- Yes. Just remember that your biggest critics are people who won't attend these events and don't speak your language. Keep them in mind.

- I didn't find your "goals." If it is the "creating a green street / main street," I think there are too many goals. The content is good, but probably too ambitious. Have no more than five goals, but with more objectives / actions.
- Yes.
- "Sustainability" is such a nebulous term that it should never be a goal / objective.
- Generally yes.
- Yes, yet looking for more quantifiable goals.
- Yes, except the high density apartments and condos! Nothing over 2 stories!
- Yes
- Yes—great job.
- Need to hear more.
- Does this process exclude alternative viewpoints?
- See attached letter regarding branding southeast Portland. I think there are too many "goals" and too many contrasting "goals." There is not a real framework yet of attaining these.
- Yes.
- Yes.
- Transportation—create a #4 bus shuttle between 12th and 60th to create the first *5 minute* spacing in Portland.
- Yep.
- Yep.
- YES
- Yes, I would like Division to become a vital neighborhood like Woodstock or Sellwood-Moreland or Hawthorne with a variety of locally-owned businesses and pedestrian friendly street.
- Yes, assume that goals came from the community, not primarily from the planners—city and /or consultants
- Yes, they pretty much articulate my desires for Division Street and my concerns
- Don't want to see anything taller than 3 stories on street. Don't want the "tunnel effect" with the east wind. Shadowed sidewalks don't allow ice to melt. Keep rooflines low (1-2 stories). I don't shop on the street as what I buy is located in other areas of Portland. No goods/services on street I want or can afford.
- They are general enough that they are easy to accept.

3. The Draft Concept emphasizes the idea that in the future, Division Street will be like a necklace, composed of a string of "pearls," or commercial nodes. In between the distinct commercial nodes—some large, some small—will be medium to high density residential buildings. At the ends of the necklace are Mt. Tabor and the Willamette River. Do you support this vision for the future of Division Street?

- Higher density housing is good but it would be good to combine residential / commercial / retail. Stretch the pearls out, allow some commercial to take place within the residential—creates movement, interaction.
- Sure, but don't forget the in between. Safe walkways, crossings, more trees, wider sidewalks (?) bike lanes
- Sounds great. Necklaces shouldn't have billboards. ☺
- Yes.
- Yes, this is the vision some of us have been trying to promote for thirty years. See the Portland Comp Plan Draft Concept #2 circa 1977-80.
- Instead of adding a second theme (ie: string of pearls), stay focused on the image of water flow from one pool to another.
- No! High density residential will destroy existing home owners property value and add massive traffic.
- The "string of pearls" is fed by the side streets:
  (drawing showing the side streets—north-south streets—coming into the nodes)
- Yes.
- Yes.
- High density should be done with care—it can be very ugly and creates parking problems
- YES.
- Do you mean taxpayer funded buildings or private investment?
- Sounds interesting…but is not that what every neighborhood wants?
- Yes, but the current traffic volume needs more "calming." My concern is that 15,000 ADT will conflict with the ability to create an attractive pedestrian environment. Also, Gresham Regional Center will feed more traffic growth on Division. Please contact me for ideas. Thanks, Richard Ross, 235-8194.

- Yes. Mixed use is important.
- I support the vision, but be careful about permanently planning "dead spots" which I feel is the biggest problem right now.
- Quiet nodes interspersed with commercial nodes. Retail and restaurants are okay, but we need small scale design, manufacturing outfits that are less dependent on disposable income.
- Yep.
- I think higher density is okay if it comes with *very good* design.
- No.
- I *do not* support re-zoning or condemnation of current properties in order to provide some fat-cat developer the "opportunity" to inflict some big apartment or condo complex! For example, the "instant slum" on 39th south of Hawthorne!
- Yes, should work hard to establish performance and design guidelines for new medium/high density residential. It is a challenge to maintain high livability, character in tune with the community, and affordability.
- YES!!! Great concept.
- I like the pearl/bead concept with different sized pearls/beads. Gives pedestrians a chance to be "in the middle of the activities" or quiet places if solitude is desired instead. 52nd to 60th should stay primarily residential. Change zone on SE corner of 52nd and Division to residential. The commercial zone is too excessive. I want an AM bakery for breakfast on Saturday mornings! Don't want NW 23rd or NW 21st look. Want the casual look of now.
- Yes, the commercial centers will be mostly at major intersections. Increased density will occur, but probably slowly. It's expected and we should plan for it.

4. The Community Working Group has identified the management and visibility of water as an important theme. Do you agree? If so, how do you envision that theme being expressed? If not, what other themes do you think would help provide a unifying element for the Division Corridor?

- I'd rather have trees than water. Water is nice but artificial in this setting. Great for parks, but for streets trees, green, plants I prefer.
- Sounds nice but not necessary—well, the visibility part. Focus on responsible management of water but don't go overboard on expensive exhibits.
- About water, how do we deal with the underground stream? I have seep holes that I have trouble taking care of. The problem keeps reappearing.
- Absolutely! Italy is full of wonderful towns and cities where water is a major focus in parks and urban spaces.
- Good. Green up all along. Trees, trees, trees.
- I don't get it. Why water? Commerce and housing would be a more useful goal.
- Find an opportunity to daylight a creek/storm sewer system. I'd recommend Sherman Creek (Street) between 48th and Richmond E.S.; bring it into Richmond's play yard as an educational resource. This ties in with the education corridor theme, as well. Only one home fronts Sherman west of 48th.
- It seems like a neat idea. With that theme, good expressions may be drinking fountains, decorative fountains, large roadside planters.
- Yes.
- "Water" idea seems a bit hokey to me. I like the idea of public art.
- Bio drains for channeling street water.
- I like the water theme! It is something to embrace and build on.
- Signs, graphics, displays, sitting area for viewing.
- Unified vegetation along corridor; using parking lots as "parks"—encouraging planting in parking areas.
- I like ponds in the quiet nodes, it'll attract birds.
- Mosaic tile, daylighting, education at bioswales
- Fountains!
- Creative bus shelters as unifying theme
- ?
- Yes, water features and Benson bubblers for people and dogs!
- Water as a theme raises many questions: Economic (who pays?), functional (who maintains?), health/safety? Control? Liability? Use elements like lampposts—create a "signature" distinctive design that could be placed

along the whole corridor, perhaps with arms for banners that could thematically announce each "village" or node, or be seasonally changed.

- Yes, skybridges over water, fountains, ponds at base of skybridge.
- No water sculptures or fountains. Benson bubbler drinking fountains-yes! That's all the visual water we need (except rain). Bioswales will attract dandelions and who will maintain them? Eco-roofs—NO. Flat roofs=leaking roofs (I lived in a flat-roofed dorm which leaked). We don't need ornamental water fountains. We have 27 now. Business people object to eco-roofs, bioswales, etc. Businesses have flooding problems when it rains.
- No. Does there need to be a theme? Couldn't individual commercial centers choose their own "themes"? Maybe more trees in the planting strip to present a sense of continuity.

5. Division as an education corridor is another theme that has been identified. The Draft Concept views the schools as an asset to capitalize on, and advocates making connections between the schools and the street through physical design features as well as through community activities and events. Do you agree that this should be an important focus for this project? If so, how would you implement it? If not, what are your priorities for the corridor?

- Increased connection with schools is important. The schools have been and could again be a major component of the neighborhood.
- Yes. Involve non parents in community activities as well. Older folks and folks without kids still care a lot schools; get them connected too.
- Sounds great, but remember that a lot of us who live here do not have children and don't feel connected to schools, sadly.
- Absolutely! Schools need to be transformed (from prisons for young people) into community centers focused on lifelong education and social activities.
- Yes.
- Most people don't think of education when they think of Division. Two elementary schools does not make an education district.
- Yes.
- Yes.
- Our group discussed traffic problems related to Atkinson. Other schools are a bit further back and I could go either way on integrating them.
- I think this is a good idea but I don't think it fits with the plan or concept.
- Upgrade connections to schools and parks (e.g. Ladd's gardens). Improve gateways to Ladd's Addition (Elliott, Ladd), a national register historic district.
- Yes, make schools / green spaces more visible.
- Haven't really thought about it. Adequate safe crossings near schools should be a priority. Offer internships at the small scale design/manufacturing places.
- Lifelong learning, inter-generational
- Yes, if even as a safety tool, so cars note they are near a school zone…boldly painted crosswalks.
- Make it a thoroughfare for vehicles, or eliminate traffic.
- Close street between 2 city-owned lots at 47th and Ivon to create a park for parents and small children (off main traffic area one block away on Division). Swings and play equipment.

  Shows picture of how Ivon tees into SE 47th and the City apparently owns both properties at the end of the street. Close the street and make a park out of the properties at the end of Ivon where it tees into SE 47th.
- Yes, an important opportunity. Encourage schools/community connections. Use schools off-hours as community centers, libraries, sports and recreation facilities. Have "career day" events to show students life possibilities beyond school years so that students grow up better connected to their neighborhoods and community.
- Yes, but fences (unfortunately) seem to be necessary to keep the children safe from perverts.
- Yes, schools need to connect with the NAs. They isolate selves from NAs and people who don't have children. They need outdoor activities to draw neighbors and advertise in the newspaper not just school newsletters. Grassy areas near schools could send a "go slower" area – "rural" like setting encourages slowing down. Maybe flower gardens, too. Maybe small school signage design.

- Consider the schools as community resources. Make each school a SUN school. Develop activities that will draw people to SUN schools.

6. There are many things that make up a good pedestrian environment—wide sidewalks, street trees, good lighting, landscaping, frequent crossing opportunities, curb extensions, interesting buildings, places to sit, etc. What is your experience as a pedestrian on Division—during the day, at night, at rush hour? What locations are most important to cross the street? Where is it unsafe or difficult for pedestrians to cross?

- Locations—26, 20, 28th Place, 30, 33, 37, 39, 44th difficult to see up and down the street when crossing. Nice variety of architecture to look at. Too much garbage!
- Hard to cross, especially just before and after "the curve", need covered bus stops and better bus service (more buses)
- I've never had any problems, but I haven't lived her very long.
- I don't walk it much. It is obviously more auto oriented and this needs to change. Start in the nodes. Have more transit usage.
- 39th!
- Mucho, mucho traffic driven largely by "traffic calming" on nearby streets.
- It sucks.
- Too many puddles at street corners, uneven sidewalks. Everywhere is slow during peak usage hours.
- Anywhere there isn't a traffic signal or x-walk.
- I don't like the dead spaces created by large parking lots and back-set buildings—gardens might help improve walking experience.
- We need marked crosswalks.
- Biggest problem is *unsafe* practices of many bicyclists! Almost total disregard for traffic laws! Disregard of pedestrian rights by bicycles on sidewalks, not stopping for pedestrians at crosswalks, etc.
- I think the pedestrian environment is okay. It is diverse. Improving pedestrian access at a ground level will hurt business. Cars bring people through the neighborhood.
- Most of the street is unsafe. It's unpleasant under today's traffic speeds and volumes. I do not walk OR sit at sidewalk restaurants on Division.
- Okay, better lighting at night—hard to cross
- Create a pedestrian street—everything for pedestrians and local drivers—discourage commuting.
- 11th/12th, 7 corners, 26th, 39th, Stumptown/Scoreboard Lounge
- Artful, mildly raised crosswalks every few blocks.
- Biggest problem 30th/Natures—Do something! Add crosswalk @ 37th.
- The madness that is the 21st, etc. crossing! Don't overpopulate the sidewalks with art, planters. Some banners would be fun, but not every block. Maybe alternate sides of the street.
- No curb extensions. Street trees obstruct walkers.
- Not that familiar—I live in Mt. Tabor area, mostly only drive on Division. Narrowness of ROW limits sidewalks and trees. Improve critical crosswalks with better paint, flashing amber lights when pedestrian activated.
- Terrible! Most drivers totally ignore (or don't see?) the crosswalks, especially on 30th by Nature's (drivers on cell phones or oblivious to the congestion there due to shoppers). Need a stop sign at 30th.
- Park benches wanted, but not cobb—tacky! Trees are much needed for shade (better than >2 story buildings). Keep landscaping very low, no bamboo! Street looks desolate day/night. Night too dark. Rush hour, too dangerous. Peds nearly get run over while in crosswalks. Educate drivers on ped right of way laws! I don't cross street unless I got to signalized crossing. Other crossings even marked unsafe (41st). Need windows on businesses.
- Never, never, never try to cross Division—by foot, by bike, in a car—during rush hour. When I'm on foot or bike, thinking about how to cross Division is always part of my concern.

7. What is your experience as a driver along Division—during the day, at night, at rush hour? Are changes needed? Where and which ones? Are there places where it is difficult to park?

- Don't know enough to make good suggestions, very congested at rush hour.
- No problems except @ Seven Corners and getting out of New Seasons parking lot.
- I haven't owned a car for 15 years. So I don't have an opinion.

- Don't drive.
- It's a slow go from 12th to 50th.
- I avoid Division and work the side streets. I'm not alone, either.
- Parking seems adequate / plentiful. Most of the day (except for a relatively brief period in the AM and PM) it's fine to drive along. Let's entice more commuters to bike / walk / bus / telecommute / flextime and our traffic problems (& Division's) would be alleviated.
- Very difficult to tell at 43rd and 41st whether someone standing wants to cross the street or is merely waiting for a bus. Bus-stop and ped. crossings should NOT be at the same place.
- Yes we need this, not as a direct connect. 82nd or 205.
- Bicycles not lights, passing on right at stop signs—*highly dangerous*. Hands in pockets, out of control! Rude.
- Buses are a big problem. The street is not designed to accommodate them.
- If the street is narrowed (by curb extensions), make sure driver visibility is improved, too. The street needs better defined crossings everywhere to improve pedestrian safety and help driver expectations.
- Hard to turn left.
- Controlled pedestrian crossing—enforced zebra crossings as in London, lighted, with severe publicized penalties for transgressing—all bus stops.
- Allow 24 hour on-street parking!!! There have been 3 wrecks in the last 5 years in front of my house (24th and Division) due to drunks trying to "sneak home the back way."
- Too fast, let's slow it down.
- Eliminate parking on one side. Widen the street where there could be room if barriers were removed.
- It needs more design unification, perhaps through streetscaping, lighting, banners. Now is quite spotty and discordant. Needs include better and more covered bus stops, more bike parking. Left turn signal improvement at 39th/Division.
- Yes, impossible to turn left off Division onto 39th (maybe one driver per light change for left turn). Reinforce speed limits!
- None. The transportation analysis confirmed what I have observed with traffic. Changes are needed. I don't use any parking on street. Most concerned with drivers of private vehicles who think they're first always over pedestrians, bicycles, and TriMet buses.
- Left turns onto Division always seem to be difficult. Add left-turn signals at 39th. Is there any way to improve traffic flow at 7 Corners? Traffic flow turning into New Seasons from westbound on Division is a problem.

A. What did you like most about today's workshop?

- Pedestrian friendly green / main street. All presenters did well
- Information and opportunity for input
- You seemed to cover all the issues.
- Lots of people! Lots of positive ideas!
- Very good / informative.
- Excellent overview of challenges / opportunities, good presentations, visual aids, …
- I wasn't here long enough to participate.
- Getting a chance to voice our thoughts on the future of Division; community gathering; on time; good resources, handouts, and hangings
- Just stayed for a small part
- Everybody's viewpoint
- Interesting, colorful, informative, well-organized, hands-on—great job!
- Chance to discuss ideas with neighbors and not just listen to "experts."
- The turnout from the businesses and all the feeling that the City is listening.
- Handouts and overview of project to date
- (arrived late)
- Information and sharing ideas and perspectives
- Lots of ideas exchanged
- Engaged participation
- A lot of people attended. Agenda good. Presentations good—high quality.
- The opportunity to know thoughts about future plans. Presentation excellent. I thought it was clearly and well-presented.

- The open invitation, the large turn out, the open forum for input.
- Location
- Broad overview of plan and opportunity for resident input
- I arrived late, about 9:45, but liked what I saw and heard very much. The presentation was well done, and the questions well-treated. The breakout tables worked to draw out more individual comments and ideas. The workshop was very interesting and worthwhile and turnout was impressive.
- I'm so IMPRESSED with our neighborhood and the commitment of the residents to work together to make this a better community! WOW!! Big THANKS to the organizers!
- Historical pictures! We need to see other eras of the street, too. Glad to see young and old, business owners and residents together, a good way to resolve multiple, long standing issues. I heard second hand networking went on about how/who/bureau to contact to resolve personal issues where people live. A perk of the workshop.
- The proposed changes displayed on various maps for ease in understanding—helped get a strong perspective on what is possible!
- This was a good opportunity to learn about plans for Division Street. It was thoughtfully organized and allowed opportunities to speak.

B. What did you like the least about today's workshop?

- That I couldn't stay for the entire program
- Breakout space—hard to hear along a long table.
- The reality doesn't match the vision!
- Small workshop dominated by a relative few, with hard line opinions.
- Just stayed for a small part
- Usual suggestions (like the study on division done by the city in early '90s)
- Like all events with lots of participation, quite a bit of redundancy—not necessarily bad.
- Hard to hear in small groups—better in circles not long tables.
- Small group workshops were a bit disorganized, or questions were hard to address in a group format.
- Too much emphasis on "green" "eco" "environment" etc. Tone that down a bit. Will eliminating parking hurt some businesses?
- I was later than I wanted to be.
- Missed a way to have some emphasis form the small groups
- No big problems. Transition into small groups was not efficient or quick. Facilitators should "jump in" when presentation ends.
- Not clear where (area) people would gather for individual workshops
- Could not hear in the back of the room.
- Not much time devoted to the existing land use/transportation/infrastructure constraints. Also, how this corridor plan meshes with the larger SE General Plan. Realize this would have taken time away from the proposed concept discussions.
- So much information, I found it difficult to bring my understanding of what was being discussed and try to "keep pace with the speakers."
- I didn't get to see it or participate. Ran out of the map and history and transportation analysis. We could have used a bigger space (a good problem). May have to end up in Clinton Park by June! The Buy Local initiative doesn't appeal to me personally as I buy goods/services elsewhere not attracted to "environmental" emphasis at all.
- All positive—great way to get the word out!
- The organizers did good. No negatives.

C. Please use this space to write any additional comments.

- How can we encourage working art studios and galleries in addition to public art? Can zoning encourage spiritual, meditative, contemplative centers?
- There are some new on the "upscale" side businesses, Lauro, the corners at 21st (Starbucks) and at 12th. How does this plan incorporate the older businesses that do not look as fancy, (the Japanese restaurant at 34th).
- Good job you guys! How cool to live in a neighborhood like this!

- You may want to start thinking about what to do with Wild Oats building when it closes. I bet it doesn't last another year.
- The plan is exciting. The node idea for business is solid. Do everything possible to encourage a diverse business community—this is a valuable part of our community. Issues around best mix of housing and its impact of traffic flow needs careful balancing.
  Please make use of the Christopher Alexander book "A Pattern Language" to the greatest extent possible. Europe has plenty of great examples of what people want. But it negatively impacts the automobile usage. This is not any different from the ideas of such groups in the 1970s. Will we be able to implement them this time?
  P.S. You realize that if you are successful it will cause some severe gentrification of residents and businesses.
  P.P.S. What will you do about homeless people.
- Develop education for drivers vis a vis peds. Bus stop signs need to be more visible! Brighter color and double sided.
- Thank you!!!
- Good displays—especially liked the Mt. Hood Freeway visuals! Would that have f*!@*& up inner SE PDX, or what?
- I'd like to get involved in continuing this discussion.
  Maybe explore theme of "string of beads" instead of "pearls"—this can emphasize the unique characteristics of each bead.
  Concerned that we do NOT restrict "modern" or "contemporary" designs but we should try to identify performance, durability, quality, supports community function
- Lefthand controlled signals 34th, 39th, 21st. Crosswalks in streets where food areas and coffee shops are.
- How come so much public money is being spent on this when there is not enough money to staff the jails! Where is your priorities? Criminals run rampant. Also not enough money for 911 operators! Will you include alternative viewpoints at next meeting or in your publications??
- As a local design professional, I believe that setting up a thoughtful framework for a plan will help build a vision that everyone can embrace. Creating a "brand" for Division and for southeast Portland is an important part of creating this framework and building a cohesive vision for the future of the area. Establishing a brand that embodies Division's particular uniqueness will provide a point to rally around and create civic pride, positive feelings, and an energized community.
- As an environmental graphic designer, I would like to be involved in the appearance of the Street including signs, greenspaces, building and street scene, etc.
- 24 hour on-street parking. Diversify businesses (the sun doesn't rise and set on retail). Ponds at the quiet nodes. Heavy trucks are too much for the street, my house moves when they go by.
- I appreciated the use of mikes—I'm having hearing problems. Speaker should reword/repeat questions.
- Overall we felt that the workshop was very well done.
- The size of the type was too small as it was projected—grey on grey is hard to read. I was in the back.
- It seemed to me that the "committee" had already decided on what they were going to do and only wanted confirmation that those in attendance approved.
- Re: Planning for "special opportunity" at "the Curve" SE 41-43rd and Division: Have input from officials of Richmond School and Cascadia Behavioral Healthcare at mixing grade school population with clients of mental health and addictions treatment center may present challenges, especially given frequent need for police presence during crisis situations at treatment center located at this intersection.
- Some say we don't want to encourage more residential density. But if well done, it could be the engine that makes upgraded commercial and public amenities feasible. If badly done, it is a squandered opportunity. Suggest the planning dept. work on a set of performance standards for infill housing and commercial /housing /office/mixed use development. I think that "skinny" houses on 25 ft lots are NOT the answer. Sponsor a design competition for residential and mixed use infill projects, probably starting with a minimum frontage of 75 ft and lot area of 7500 sq ft, or maybe even more. Make winning designs available to investors/developers (this could serve all neighborhoods, not just Division). We once designed a commercial/office "incubator" building that a city built with state grant money. This would be a good addition to any one of the "nodes" along Division. Allows new businesses to get started with lower rents. From Donald Christensen, retired architect and planning consultant, 7011 SE Thorburn, 503.252.0534.
- What about incorporating that water theme with a "solution" for pedestrian crossings—One idea put forth was SKYBRIDGES ("bridges over the water"). Then small plantings (water lilies or water loving plants, ponds (shallow) and fountains at base of each skybridge. Water could be meandering tiles, mosaic along sidewalks.

Show drawing of arched bridges across Division at various points with plantings and water at bottom.

- Great advertising and attendance. Best public meeting with participants. Could have had it on Portland Cable Access if a crew would have volunteered to tape presentations (It would have been too hard with 10 groups of tables, though). 163-200 was a great attendance. There is a City of Portland photographic collection 1913-1943 (OHS Spring Qrtrly 204 pgs 120-136) not yet publicly available. Apparently obtained before SPARC was created. We need to get businesses to get rid of graffiti to get rid of trashy and ugly slum look. We can celebrate in July at the D/C BA street fair with a party if everything goes smoothly through June 30. It would be a great way to continue to develop good relations on the street (would be a success if the businesses like the adopted plan).
- Two concerns (wasn't able to attend workshop group session). First, limiting parking on Division, and blocks immediately off of Division. Is there a plan for residents who need street parking, ie permits? By completely eliminating street parking, many residents will have to park blocks away, congesting neighborhood blocks. Second, traffic lights. By adding a 4-way light at 28th Place, the use of this side street will increase as a "through" street. Is there a way to slow traffic and keep neighborhood feel blocks off of Division? Parents who use 28th Place to pick up kids from Hosford already speed downhill to Division, treating it like a major road.

Small Group Notes

Table 1

Favorite Places

- Shops at 45th
- Shops at 48th
- 7 Corners and New Seasons
- Glenn's Hardware
- Clinton business area

Goals and Objectives

- Like the commercial node concept; emphasize that each one is unique
- Emphasize transit use, especially higher capacity service
- Financial help for small businesses to improve facades
- Underground utilities, especially at commercial nodes

Vision

- Don't try to make Division like 23rd or Hawthorne
- Affordability for residents and businesses – don't price people out of the neighborhood
- No high density

Water Theme

- Use water as a theme but not gratuitous fountains
- Focus on innovative stormwater management techniques
- Stormwater impacts pedestrians, especially at bus stops or crossing the street
- Interested in underground streams

Education Theme

- Schools are important
- Has the Clinton Park adjacent to Franklin been declared surplus?

Pedestrian/Bicycle Environment

- Create a better crossing at the Curve, but not necessarily at the bus stops.
- Drivers can't tell if someone is waiting to cross or waiting for a bus.
- Need crosswalks at bus stops
- Preferential timing for peds and bikes at signalized intersection (a few seconds head start)
- Improve bus stops – paved pads
- Keep bikes off Division but encourage alternatives like skateboards, roller blades
- Find way to connect through Franklin H. S. for bikes as alternative to Division
- Crossing at 52nd and Woodward is difficult for children going to school
- Ped safety issues between 35th and 38th

Driver Experience

- Congestion at Atkinson between 55th and 58th from school buses and parents; why aren't children walking; work with the school
- Like the idea of a roundabout at 7 Corners

Opportunities

- Opportunities sites like the gas station at 7 Corners; Clinton Park along Division (Franklin field)
- Shared parking lots – enhance or reduce size especially in front of stores
- Concern about the adult theater at 36th

Table 2

Favorite Places

- Tom's at 39th
- Lauro's at 34th
- Division Street Hardware at 37th
- Laughing Horse at 36th
- Village Merchants and Portico
- New Seasons
- Hedge House
- Foot Fight
- Red & Black
- Mirador
- Like them because they are local, provide food, practical, day-to-day activities, accessible/close by, regional design (not corporate)
- Starbucks and parking in Starbucks is bad.

Goals and Objectives

- Goals are good

Vision

- 3 big ideas – quiet nodes, prepare for density, focus on entry/access points – 11th/12th, 7 Corners, 39th
- Pearls is a good idea but a bad name
- String of places to sit, activity, quiet
- Better to plan for density than have it surprise us
- Better density, well-planned
- Density must stay with the spirit of the neighborhood
- How much can the neighborhood bear?
- Does mixed use mean building up? No canyon!
- Help with funding for companies that restore buildings for earthquake preparation
    - National Main Street Program (Hawthorne)
    - ODDA
- Better mix of smaller businesses – architecture, work spaces, offices, etc.
- Focus on control points – 11th/12th, 21st/Ladds, 39th

Water Theme

- Have a stream with physical water present – quiet nodes
- Artistic representation of water
- Tie in with education theme – attract kids to streams, teach them
- Community gardens/spaces
- Capitalize on church, other public spaces with irregular hours

Education Theme

- Education is good for attracting families
- quiet nodes

Pedestrian

- Important crossings – 39th, 37th, 34th, 21st, Wild Oats, 41st/42nd, 50th, 52nd, Franklin/Dairy Queen
- Permeable surface at 39th to 43rd (also good quiet area), New Seasons/7 Corners – Make this a Division Street theme
- Traffic circles at 41st and other fast intersections

- Quiet nodes for families with trees, slower traffic
- Quieter buses
- Ped issues at 7 Corners, 34th, 37th, 41st

Driver Perception
- Elevated light rail on Powell, freight on road
- 7 Corners bad – influx of new businesses, difficult pedestrian crossings
- New Seasons traffic problems
- Forget to stop for peds – need greater reminder that peds are present, signage?
- Traffic problems at 11th/12th, 7Corners, 39th

Opportunities
- Oregon Theater – good building, bad business
- Community gathering space (St. Phillip Neri?)
- Clean up gas station site at 7Corners
- Opportunity site between 22nd and 23rd (south side)
- 7 Corners – good design improvements in sync with local area

Table 3

General feelings on event
- Good turnout – excited to see that
- Community is interested!

Goals and Objectives
- Concerns about use business and housing; housing – better utilization – rezoning
- Need public spaces – parks

Vision
- Unifying theme – liked that
- Elements used to unify this long street – street lights/banners – old fashioned street light fixtures

Water theme
- Trees – benches – plantings
- Natural water-scaping

Education Theme
- Tying into schools. Art

Pedestrian Concerns
- Dogs – dog owners need space to run for dogs and owners to congregate – dog park at Clinton Park (Franklin track)

Driver Perception
- Need left turn signal at 39th
- Four lanes down to 39th
- At 11th/12th – tunnel for traffic to avoid backup from trains, control times of trains (train depot)
- Extra lane for short distance to avoid backup from LT to SB at 12th
- Concerns about through traffic that does not contribute to neighborhood

Density/Development
- Keep mixture of age groups and economic groups
- Zoning – prefer not to have late night destinations – bars open until 2:30 am; Good neighbor agreements don't resolve; can we use design to resolve issues?
- Increased density brings more cars and that is a problem
- Multistory buildings – good example is Emerson House
- Infill – need good design standards
- Single family housing changing to commercial venues such as Hedge House
- More diversity

Table 4

Favorite Places
- 30th – 34th corridor

- 7 Corners
- Division Hardware

Goals/Objectives
- Make bus/trolley even better – reduce need to drive
- Local shuttle within district (12^{th} – 60^{th}) every 10 minutes
- Can't send our traffic to other neighborhood corridors
- Increase green – trees as calming feature; enhance way people treat street
- Use streetscape to develop sense of common style
- Use vegetation to create continuity/unify with plantings

Vision
- String of pearls concern – don't neglect the "in between" (dead spaces)
- How to handle traffic at odds with increased pedestrians. Need a "well-designed" Mt. Hood Freeway vs let traffic just get worse to discourage it

Water Theme
- Water Theme as an alternative to "pearls" – flowing connecting /"real water" underneath
- Water to mountains as a theme

Education Theme
- Raising awareness/visibility of the schools all along corridor
- Help others to use them

Pedestrian Concerns
- Rush hour impossible for turning, crossing, getting to bus stops
- More stop signs instead of signals
- Crosswalks and on demand crossing strategies that work

Driver Perception
- Strange design of Powell/Division – wider in some places, then narrows
- Left turns hard
- Why does the street shake with trucks and buses

Development
- Problem: integrating newcomers in higher density housing. Need better liaison work with newcomers/old timers
- Replacing older housing always means it becomes more expensive
- Problem of gentrification is very complex; hard on first-time home buyers
- Problem of billboards – plant bamboo in front of them
- Mix of architectural styles – try to keep new or existing buildings in those styles
- Development with shared recreational space between senior development and schools

Table 5

Favorite Places
- Division Hardware – Sense of community and usefulness
- The curve – Rich Potential, yet challenging - Creates natural corridor break / swift

[* Local Biz versus franchise – economic concern -]
- 26th Clinton – Cultural niche; Piccolo Park
- 7-Corners – hopeful example of development
- St. Philip Neri – Beautiful Bioswale!

Vision
- Façade improvement feasibility
- High Density – Fear of uncertainty; application?
- Density Management in the "Pearls"
- Locality – Access to regular use without driving noise crossings
- Walkability! Pedestrian – Friendliness?
- Community oriented services, Theatre, Nursery

Water Theme
- Fountains in Parks – 47th Ivon, Benson Bubblers! People and Dogs
- Rainwater catchment at New Seasons

- Incorporate more Bioswales and curb extensions

Education Theme

- Enviromental aspects – Innovation, Bioswales at 5pm ?
- Integration of Community, school and safety
    - Commercial Barrier instead of fence!
    - Engagement of Youth into "Place"

Points of Interest

- Block between Division on S, Hickory on N, Tamarack on E, and 16th on W. Smaller circle around property on SW corner of lot.
- 7-corners
- Intersection at 26th and Clinton
- Piccolo Park
- NE corner of block between Clinton, Taggart, 20th and 21st.
- Length of street between 41st and 43rd and the surrounding land north and south of Division.
- "Richmond Property" and "Richmond Park" on SE 47th and Ivon

Table 6

Favorite Places

- 26th an Clinton – Village, Sense of community
- House – Townhouse – 27th Division, near Piccolo Park, 2722 little paradise
- Park open space – 47th Ivon - currently vacant –
- Node at 30th – Wild Oats, Detour Café - enjoy activity, services offered, design of buildings
- Pearl at Westside of 39th Tom's Café - likes to have breakfast in neighborhood
- Hedgehouse – can walk, bike there - good gathering spot, meet neighbors
- Village Merchants / Portico – Mirador - great resale products, enjoy enviro business
- St. Philip Neri – bioswales - great example, provides green space – adds visual interest, beauty

Vision

- Concern about replacing existing residential—build off what we already have
- Don't want to lose what community values
- May need to really inventory existing structures
    - Some concern high density zoning may cause tearing down of historic structures
    - Maybe some are zoned high density and some are not
    - Zoning should reflect what is there and what a community wants
- Blend of periods of architecture design – modern and historic – desirable
- One resident likes Richmond Place - Likes businesses on ground floor
- Concern re: width of street, how do you balance existing infrastructure with more density? **(**Some housing can attract non-car residents
- Why do people want to live along Division? Worried about safety for young children (It's easy to teach children about safety).

Water Theme

- Good idea whether we use tile or art – how does that work? Concerned about function?
- Relate it to seasonality since water is limited – resource – should not use excess water
- Fountain in the curve
- Bioswales to take up extra water

Pedestrian Concerns

- Problem crossing 41st – 43rd – traffic comes fast around blind corner
- 30th – Wild Oats (crosswalk there, but difficult to cross)\
    - Light at 30th?
    - What happened to the push device in crosswalk?
    - How about provocative art to slow drivers?
    - Some pedestrians cross not at crosswalks, particularly 30th – causes problems
    - Bottleneck at Wild Oats due to street parking
    - People getting out of cars – would like no street parking
- 34th – 39th – Division Hardware – no crosswalk

- 7 Corners – some say yes, others no – blind crossing there good
- Clinton resident shops on south side of Division because of crossing difficulty.
- Crosswalk at 37th Ave. near Division Hardware – difficulty due to bus stop at 37th
- Assoc. Blind representative does not want chirping signals—unnecessary, humiliating, distracting – hard to hear traffic, expensive
- Streetscape needs consistency of street lights
- more attractive bus shelters - ugly
- incentives for property owners to clean property
- Would like to bury powerlines – would help with sidewalk widths (but they're expensive to bury – suggest to revisit City's plan for infrastructure – from the 90's)
- Get bikes off Division – really use Clinton / Lincoln Streets for bikes - not prioritized as much as could be with signage

Table 7

Favorite Places

- 34th Division / Hedge House / Pix / Anders / Lauro
- 7-Corners
- 26th Clinton
- Carpe Vinium ?
- Kalga Café
- Piccolo Park
- 35th Place / Haven / Engonias :
- Division Hardware
- New Seasons
- People's Co-op
- Pedestrian Block info Kiosk

Why:

- Lively
- Walk to them
- No pushy sales
- Create Community by allowing neighbors to talk
- Social
- People are on the streets
- Local draw
- Ability to walk instead of drive
- Village in the City of Portland, Oregon Community
- Unique Character
- Local Ownership
- Aesthetic
- Supporting small business
- Money staying in community

Goals and Objectives

- Addressing traffic flow / buses causing congestion
- Cars not yielding to pedestrians
- Support holistic approach
- More quantifiable goals – xx# of traffic calming devices
- Maintenance of trees and keeping it clean
- More resources for streetscape maintenance

Vision

- Support idea of density
- Concerns with increased traffic
- Slow traffic not so bad
- Address pedestrian circulation / crossing

- More specifics about more dense residential
- Art to tie the 'pearls' together
- Mixed use a plus
- Question about using "Pearl" because of Pearl District
- Design of the high density

Water Theme
- Daylighting stream
- Good historic tie

Education Theme
- More public use of schools
- Recognition of schools and locations
- Better connectives to community and street

Pedestrian Environment
- Difficult – 30th, 21st, 20th, "The Curve" is a "death trap"
- Pedestrian priority at lights – immediate change
- Division Hardware – cars backed up
- Improve Foster pedestrian facilities

Driving Experience
- Control speed limit
- Don't encourage people using smaller streets

Table 8

Goals and Objectives
- Consider different project goals - Graphics; Replace "Place" with "Healthy Community"
- use different graphics for the Project Goals 3 circles

Vision
- ?'s of density, appropriate placement of density
- Dislike Hawthorne – type new M.U. project; Ensure human-scale in building design
- Division: "pedestrian corridor with stormwater infrastructure?"

Water Theme
- Use water as a theme but not gratuitous fountains
- What can we do about the underground stream at 34th and Division (sink holes in property of person at the table)
- Sherman Creek: daylight creek through Richmond Elementary School grounds?
- Could we get a map of historic vegetation /natural conditions (including water) in area to help determine ways to address current problems and/or use to help us with a theme for the area?

Pedestrian/Bicycle Environment
- Intersection issues at 7-corners – many more pedestrians with New Seasons—disaster for pedestrians
- Make pedestrian crossings more interesting
    - Pavement treatments
    - Pedestrian "Sky" crossing / arch bridge
    - Roundabouts
- Continue to Plant trees along street
- Add Real Time Transit information--Talk to TriMet about getting digital timers at the bus stops on Division
- Need buffer for pedestrians
- Limit / minimize use - curb cuts can be dangerous for bicyclists
- Need better pedestrian Environment
- Interesting crossings other than striping (talk to City Repair)

Driver Experience
- 12th & Division congestion (urban grind? Coffee shop)
- Difficult left turn into New Seasons from Division (when going West) consider "NO LEFT TURN" into parking lot
- Use European style roundabouts (no stop signs, e.g., 39th @ Glisan) Multiple lanes…
- Use roundabout for pervious surface (?) or sculptures and fountains

- 24hr. No Hour parking as you approach 12th (going West)
- Pervious surface in parking lane
- Roundabouts? 7-corners. Use to reinforce Village Concept, include pedestrians.
- Friends of Trees, more trees to slow traffic.

Gateway

- Gateway at "curve" @ 41st, 42nd, and 43rd
- Arch/entrance at gateways: sky bridge? Spiral staircase? Something nice.
- Gardens/public space at 42nd and Division

Table 9

Favorite Places

- 34th – 38th businesses
- foot traffic to businesses
- practicality of Division businesses (except lack of bank)
- Don't like Oregon Theater

Goals and Objectives

- safety should be added
    - traffic
    - crime – theft

Vision

- how to keep local business costs affordable as property costs go up
- Community meeting places (Ladd's meat market?)
- density along street – not in neighborhoods—protect residential (Commercial okay on Division, nodes not needed)
- linear street park

Water Theme

- unifying theme along street – landscaping
    - water? (maintenance?)
    - murals, art *
- low maintenance is important

Education Theme

- theme of openness, respect (education)
- kids participation

Pedestrian/Bicycle Environment

- crosswalk location – 37th
- light? 35th – 38th
- left turn arrow on 39th
- lighting (visibility for drivers)
- bus stop / crosswalk ambiguity
- innovative crosswalks
- speed limit signs +
- more enforcement
- bike route from Esplanade to Clinton
- cut through to Clinton due to Division traffic

Driver Experience

- Congestion at Atkinson between 55th and 58th from school buses and parents; why aren't children walking; work with the school
- Like the idea of a roundabout at 7 Corners

Sticky Notes on Draft Concept

Existing Conditions

- Presence of an active coffee shop at 12th and Division fills a needed right turn lane on Division, jamming up traffic for 2 blocks. Someone else added "Yes!" to the same sticky note.
- How do we spread awareness about slower speeds on Division?
- "Traffic calming" on nearby streets (e.g. Clinton, Lincoln) makes a "pedestrian friendly" Division St. very difficult. Attached to that sticky is another sticky saying "Traffic congestion on Division to 39th causes people to reroute onto Clinton."

Concept Comments

- Ped/bike connection to Esplanade
- Parking on North side of Division (Westbound) at 12th and 11th limits access to intersections and backs up traffic.
- Safe bike lanes at lower Division a must!
- During "rush hour" car traffic likes to by-pass Division and travel down Clinton. Makes for a dangerous high speed situation for bikes and peds.
- Large truck traffic and customer traffic congestion heading southbound on SE 32nd Avenue.
- Is there some way we can encourage the adult movie theater to go away?
- Encourage sidewalk naturescapes/plantings/benches and natural looking dog water bowls (birdbath/rock idea) to naturally collect water for dogs.
- Note at "the curve": An island to keep cars from making blind and unsafe turns from 42nd onto Division going east. There is a picture showing an island on Division at 42nd.
- Symbolically daylight underground stream is a great idea—that people can tap into in their own way with art, street plantings.

Question-and-Answer Session Notes

- Impact of Measure 37?
- No High Density Housing!
- Funding Sources?
- Keeping out StarBucks.
- Funding private property improvements?
- Incorporate Local artists.
- Mixing generations – Integrate seniors into vision
- East of 39th – Who to ask about problems and how to get money to fix this area?
- String of villages – expound.
- Look at regional traffic – Where does it go?
- Not Pearls – "CHARMS"
- Pick upon "Old Portland Waterfront" look

Appendix 2 – News Articles

JAN/05
FREE
Vol 16 No 1
Portland, OR

The Southeast Examiner

www.inseportland.com "Your Neighborhood News Source"

Reworking Division Street

By Arianne Sperry

Ten thousand fliers are in the mail already, sent to southeast Portland mailboxes to announce the Division Street Community Workshop on Saturday, January 22nd, 2005 from 9:00 a.m. to 12:00 p.m. at Richmond Elementary School.

You're Invited!

9:00 a.m. Open House

• Browse informational material on topics related to sustainable development

9:30 a.m. Workshop

• Learn about the Division GreenStreet/Main Street project—past, present, and future

• Review and comment on the goals and the draft concept for the corridor

11:30 a.m. Open House

The workshop, which is open to everyone, is part of the Division Green Street / Main Street planning process, a collaborative effort between the City of Portland and the community to improve the livability and economic vitality of the SE Division Street corridor between SE 11th and SE 60th Avenues over the next 20 years.

At the workshop, participants will have the opportunity to review and comment on the Division Green Street / Main Street project goals as well as the draft concept for the corridor. The draft concept shows the transportation and urban design ideas that

turn to page 3

Goals for pedestrian friendly street

from cover

the project team has generated over the past several months.

The goal of the Division Green Street / Main Street project is to develop policies and strategies to create a pedestrian-friendly commercial district that incorporates sustainable and "green" development practices. Some of the project considerations include:

- Improving access to transit;
- Improving safety for pedestrians, bicyclists, and drivers;
- Improving traffic signalization;
- Examining alternative vehicle lane and on-street parking configurations;
- Examining innovative rainwater management techniques;
- Examining land use patterns in relation to existing zoning;
- Proposing zoning changes consistent with project goals (zoning changes are not anticipated to result in major changes in development density); and
- Examining "green" building techniques.

Community members discuss their ideas for the Division corridor during a neighborhood walk.

The Division Green Street / Main Street project arose from several community-driven projects designed to create a vision for Division Street. The project is staffed by the City of Portland Bureau of Planning and Office of Transportation. A 15-member Community Working Group composed of residents and business owners from the area are providing input during monthly public meetings. Local firm Alta Planning + Design is the lead consultant on the project. A portion of the funding for the project is through a Transportation and Growth Management (TGM) grant from the Oregon Department of Transportation.

The Community Working Group provided many of the ideas represented in the draft concept that will be unveiled at the January 22nd workshop. The Community Working Group also hosted a series of well-attended neighborhood walks this past October, 2004 that resulted in comments and suggestions from neighborhood participants.

The Division Green Street / Main Street plan will help to guide the Division Streetscape and Reconstruction Project, which will repave the street and build streetscape improvements on Division Street between SE 6th and SE 39th Avenues. The street repaving and construction is funded with $2.5 million of federal transportation funds and is scheduled for 2007.

Upcoming Events

April 2005 – Workshop to comment on urban design proposals and transportation alternatives

June 2005 – Open house to comment on draft plan

Summer 2005 – Planning Commission and City Council adoption

There will be other opportunities to comment on the Division Green Street / Main Street planning process. In April, community members will be invited to comment on an urban design plan and the transportation alternatives for the corridor. There will be an open house in June to provide residents with the opportunity to review the draft plan. By next summer, the finalized plan will be presented to the Portland Planning Commission and City Council for adoption.

For more information about the workshop or the Division Green Street / Main Street planning process, or to join the project mailing list, call the City of Portland Bureau of Planning at (503) 823-7700 or visit the Planning Bureau's website,www.portlandonline.com/planning/.

Division Street Community WorkshopSaturday, January 22nd, 2005

9:00 a.m. – 12:00 p.m.

Richmond School Cafeteria

2276 SE 41st Avenue

- Enter at northeast corner of building off parking lot
- TriMet lines 4 and 75

Visit www.trimet.org for routes and times

- Light refreshments will be provided

Community members discuss their ideas for the Division corridor during a neighborhood walk.

Workshop to ponder Division's direction

The plan is to turn the Southeast Portland street into a pedestrian-friendly commercial district

By AMY HSUAN
THE OREGONIAN

Twenty years after Karen McGraw and her husband set up shop on Southeast Division Street, their small storefront that hawks restaurant appliances endures amid the ebb and flow of other businesses changing hands.

"The big changes have really been in the last five years," said McGraw, whose McGraw Marketing specializes in slicers. "But even then, not as much as in the last three years."

A community workshop Saturday will unveil plans for Division Street's next 20 years. Community leaders and the city's Office of Transportation hope to get the public involved in the vision behind the Division Green Street/Main Street project.

The project identifies strategies and policies that will create a distinct commercial district, focusing on the stretch from Southeast 11th to Southeast 60th avenues.

The project, funded by a grant from the state Department of Transportation and the Transportation Growth Management program, will explore ways to turn the major throughway into a pedestrian-friendly district by proposing zoning changes and "green" building developments.

The workshop also will seek public suggestions on improving rainwater management techniques and changing on-street parking.

The workshop will be from 9 a.m. to noon at the Richmond Elementary School cafeteria, 2276 S.E. 41st Avenue.

"It'll be the first time we're unveiling a concept for the street, its first introduction to the broader community," said Jeanne Harrison, senior transportation planner with the city's Office of Transportation. "We want to reinforce Division as a 'main street,' while incorporating 'green street' principles."

Saturday's workshop also will be the first of three that will help set priorities for streetscaping and reconstruction from Southeast Sixth to 39th avenues, which is scheduled to receive $2.5 million in federal funds. Construction would begin in 2007.

Additional community meetings are scheduled for April and June, with a City Council vote planned for July.

"We don't want to be Northwest 23rd or (Southeast) Hawthorne," said Jean Baker, president of the Division/Clinton Business Association. "There's a different identity here."

◆

Amy Hsuan: 503-221-8330; amyhsuan@news.oregonian.com

Come help re-envision Division Street

Come learn about and discuss the proposed transportation alternatives and urban design concepts for Division Street:

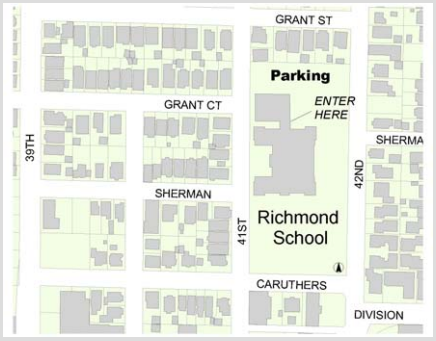
- Learn about the project background and timeline
- Hear the analysis of the draft corridor-wide transportation alternatives and provide feedback
- Weigh in on proposed changes to specific intersections
- Share your ideas on the draft urban design concepts and infill development along Division

Division Street Community Open House

Saturday, April 2nd
9:00 a.m. – 12:00 p.m.

Richmond Elementary School Cafeteria
2276 SE 41st Avenue

- Enter at northeast corner of building off parking lot
- TriMet lines 4 and 75
- Light refreshments will be provided



Thanks for your input!

Over 200 people participated in the first Division Community Workshop on January 22nd. The goal of the first workshop was to introduce the project and timeline to the community, solicit input on the Draft Concept for the corridor, and provide information on topics and techniques relating to sustainable infrastructure and building. The Public Comments Report for the first workshop is available to view or print on the web at http://www.portlandonline.com/planning/index.cfm?c=36053

Contact Us

Division Green Street /Main Street Project
1900 SW 4th Avenue, Suite 4100
Portland, OR 97201

Phone: 503-823-5869
Email: jsugnet@ci.portland.or.us
Web: http://www.portlandonline.com/planning/

Upcoming events

April 16th	Design Charrette for 57th & Division Community Ownership Project
June 2005	Open house to comment on draft plan
Summer 2005	Planning Commission and City Council adoption

division
green street | main street project

What is the Division Green Street / Main Street Project?

The Division Green Street / Main Street planning process is a collaborative effort between the City of Portland and the community to improve the livability and economic vitality of Division Street between SE 11th and SE 60th Avenues over the next 20 years. The project will develop policies and strategies to create a pedestrian-friendly commercial district that reflects community values, including sustainable and "green" development. The Division Green Street / Main Street plan will help to guide the Division Streetscape and Reconstruction Project, which will repave the street and build streetscape improvements on Division Street between SE 6th and SE 39th Avenues. The street repaving and construction is funded with $2.5 million of federal transportation funds and is scheduled for 2007.

division
green street | main street project

City of Portland
Bureau of Planning
1900 SW 4th Ave., Suite 4100
Portland, OR 97201

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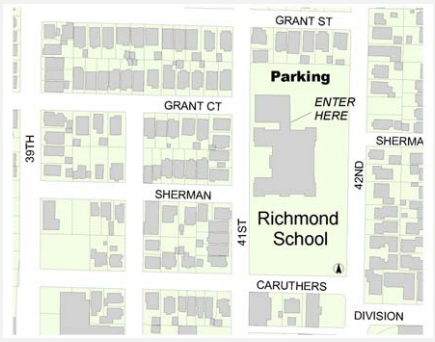

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Division Green Street Main Street Project

Public Comment Report Summary

Community Workshop 2

April 2, 2005

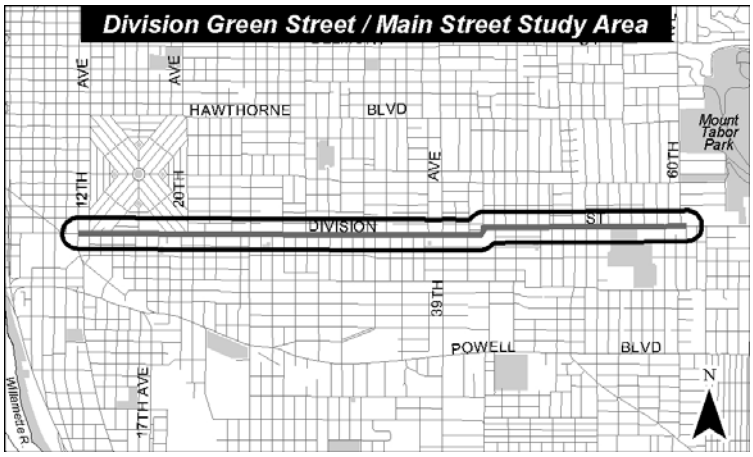
division
green street | main street project

Division Green Street / Main Street Project Background

The Division Green Street/Main Street Project is a collaborative effort between the City of Portland and the community to improve the livability and economic vitality of the SE Division Street corridor over the next 20 years. Focusing on the area between SE 11th and SE 60th, the project will develop policies and strategies to create a pedestrian-friendly commercial district that reflects and reinforces community values, including a focus on sustainable and "green" development. Project considerations include:

- Improving access to transit
- Improving safety for pedestrians, bicyclists, and drivers
- Improving traffic signalization
- Examining alternative vehicle lane and on-street parking configurations
- Examining innovative rainwater management techniques
- Examining land use patterns in relation to existing zoning
- Proposing zoning changes consistent with project goals (zoning changes are not anticipated to result in major changes in development density)
- Examining "green" building techniques

A State of Oregon Department of Transportation (ODOT) Transportation and Growth Management (TGM) grant is helping to fund the project. The project may result in changes to the City zoning code and comprehensive plan along Division Street. The plan will also guide the Division Streetscape and Reconstruction Project, which will repave the street and build streetscape improvements on Division Street between SE 6th Avenue and SE 39th Avenue. The street repaving and construction is funded with $2.5 million of federal transportation funds and is scheduled for 2007.



For more information

Contact Jay Sugnet at the City of Portland Bureau of Planning:

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Introduction

The second community workshop for the Division Green Street / Main Street project was held at the Richmond Elementary School cafeteria on April 2nd, 2005, from 9:00 a.m. to 12:00 p.m. The purpose of the event was to get feedback on the transportation alternatives for the corridor, the proposed transportation solutions for several key intersections, the urban design focus area concepts, and the land use and zoning approaches.

Mailings announcing the open house went out to the Division Green Street / Main Street project list. In addition, fliers were distributed at the SE Art Walk and posted in area businesses. Over 100 people attended the open house; staff received over 60 evaluation forms.

This report contains a summary of the public comments received during the April 2nd community open house. The appendix contains the full text of the comments received. This report, the appendix, and all the April 2nd Open House materials are available online. Visit www.portlandonline.com/planning, go to Programs, then click on the Division Green Street / Main Street project logo.

Open House Summary

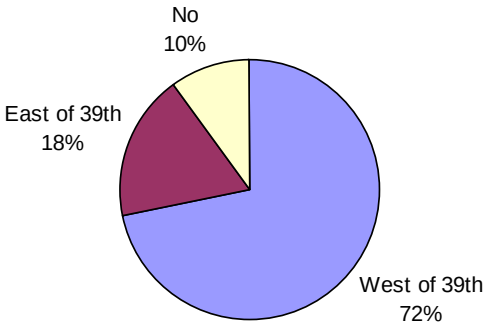
The open house was designed to allow participants the freedom to come and go according to their schedules. There were no formal presentations. Instead, information on the project background, urban design focus area concepts, green infrastructure ideas, transportation alternatives, and land use and zoning approaches was displayed on posters around the perimeter of the room. At each station, at least two staff members were available to talk to participants and answer questions. At the transportation alternatives station, portions of the transportation model were available for viewing, as well as a video showing the operation of the Seven Corners intersection.

Each attendee received a comprehensive evaluation form, which contained questions designed to direct and focus participants' attention on certain core issues. Tables were set up so that people could sit and fill out the evaluation form as they proceeded around the room. Participants were encouraged to write comments on sticky notes and post them to the display boards. In addition, community members could view the posters online and download the evaluation form to fill out and send in at their leisure.

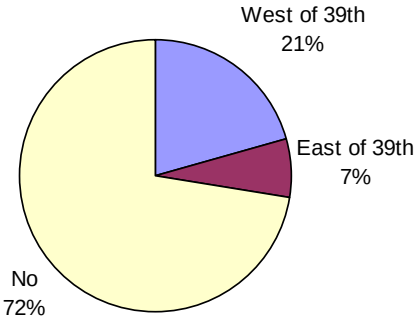
Profile of the Participants

The first section of the evaluation form asked attendees for some information about themselves. The results show that most participants live on the western end of the corridor. Almost 30% also work near or on Division Street. Other than young children, there were no participants under age 25, and only 7% of the participants were over age 65. All modes of travel were well-represented, with most participants indicating that they interact with the street using multiple modes.

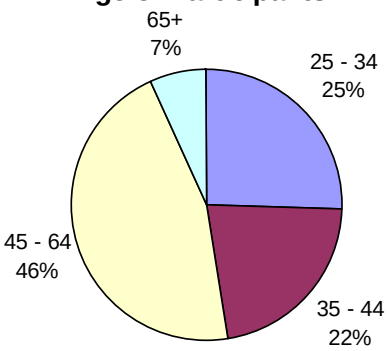
Do you live near Division?



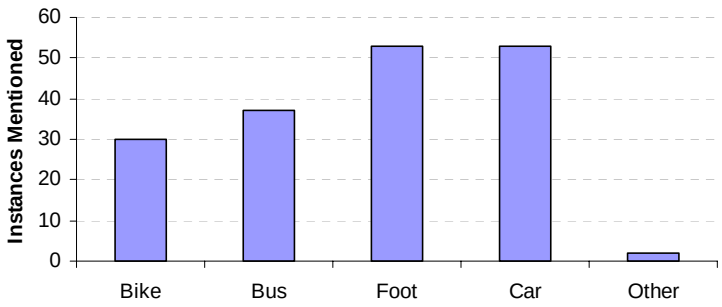
Do you work near Division?



Age of Participants



Modes of Travel Used



Summary of Comments Received

This section contains a summary of all the comments received, through the evaluation forms, sticky notes, and email messages.

Urban Design Focus Area Concepts

Respondents reacted very positively to the urban design concepts. For the 11th to 13th focus area, respondents praised the ideas of creating a more pedestrian-friendly environment, building a raingarden on Abernethy school grounds, softening the street edge, creating a gateway to the neighborhood, and encouraging green courtyards, residential infill, and stormwater management techniques such as roof runoff infiltration.

For the 24th to 27th focus area, respondents said they liked all the ideas for stormwater management techniques, including pervious parking lanes, vegetated parking strips and bioswales. Many respondents also liked the idea of highlighting the connection to the node at 26th and Clinton. Participants cheered the concept for improving the appearance of billboards, and called for more art and murals along the street.

Most respondents reacted very positively to the idea to put a vegetated median in at the curve in the 41st to 44th Avenue focus area and to create a community gathering space with the excess right-of-way. Many also appreciated the idea of mixed-use redevelopment on some underutilized sites, but the water feature and the idea for a Japanese rain garden at Richmond School received mixed response.

At the 48th to 50th node, respondents appreciated the ideas for redevelopment and adaptive reuse of existing buildings. They liked the concepts for how to improve T-intersections and thought improving the bus shelter is a good idea, although curb extensions received mixed reviews.

Transportation Corridor Alternatives

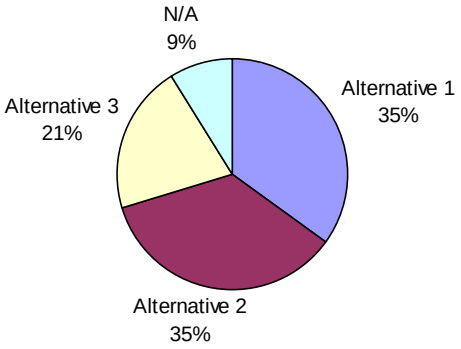
Alternative 1: Signal timing and pedestrian improvements
Alternative 2: Alternative 1 plus remove part-time travel lanes from 20th to 28th
Alternative 3: Signal timing; some pedestrian improvements; remove part-time travel lanes and replace with two travel lanes with center left turn lane from 11th to 28th; and partial bike lanes from 52nd to 58th

The results from the transportation corridor alternatives were inconclusive. Results showed that the respondents were split fairly evenly between Alternative 1 and Alternative 2. About 35% chose each alternative when asked which alternative they liked best. Alternative 3 received 21% of the votes. A majority of the respondents disliked Alternative 3 the most. It is interesting to note that there were also a high number of non-votes. Many people were undecided, or disliked all the alternatives.

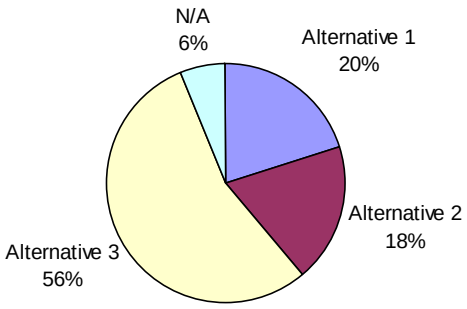
Several respondents wrote in that they wanted the pro-time lanes removed all the way from SE 11th to 28th Avenues.

Other comments made regarding the corridor alternatives included a sense that while Division has room for minor improvements, the street functions well already and is not in need of major changes. Some respondents felt that bike lanes on Division were unnecessary due to the existing parallel bike routes on Lincoln / Harrison and Clinton. Diversion of traffic onto other streets was a concern. Also, a suggestion was made to include raised crosswalks on the street.

Corridor Alternatives Liked Best



Corridor Alternatives Liked Least



Transportation Node Alternatives

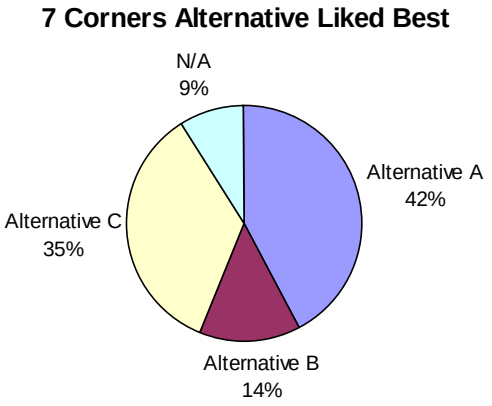
11th/12th

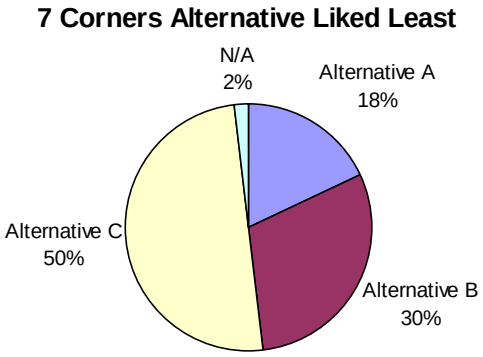
About three quarters of the respondents said they liked the proposal for the intersections of Division and 11th and 12th. The solution calls for extending the existing on-street parking restriction on the north side of the street in front of Genie's to 7 am – 6 pm to reduce congestion when trains block 11th. Some were concerned about how the loss of parking would affect the businesses.

Seven Corners

Alternative A: Signal timing and pedestrian improvements
Alternative B: Pedestrian improvements and remove 21st signal
Alternative C: Roundabout

The Seven Corners results were interesting because 35% of respondents liked Alternative C the best, but half of the respondents disliked Alternative C the most. People either loved or hated the idea of installing a modern roundabout at the Seven Corners intersection. Alternative A got 42% of the votes for best option, and only 18% of the votes for worst option. Alternative B fared worst in both questions. Also interesting is that a high number of people could not decide which alternative they liked best, but almost everyone answered the question about which alternative they liked least.





People who chose Alternative A thought that only minor changes are needed to improve the intersection and maintain its vitality and energy. Participants were also attracted to it because it would be simple and low cost. Respondents who liked Alternative C were excited by the opportunity to do something new and to create space for landscaping and green infrastructure, art and perhaps a public space (State law does not allow pedestrians to cross the circular roadway to access the roundabout island). Others liked the idea that a roundabout would slow cars but still keep traffic flowing smoothly. However, many respondents criticized the roundabout option for being confusing and not being friendly towards bicyclists, pedestrians, children, the elderly, and travelers with special challenges. Other concerns were the expense of the roundabout; that it would widen the intersection; the changes to the historic street layout of Ladd's Addition, a National Register Historic District; and the potential increase in traffic on local streets such as Ladd and 20th.

39th

Over 90% of the respondents reacted positively to the proposal to install a protected left turn phase at 39th. Other ideas were to beautify the intersection with trees and other landscaping.

The Curve at 42nd

Almost 90% of respondents liked the proposal to add a landscaped median and pedestrian crossings and to widen the sidewalk on the south side of Division. Respondents said that it would beautify the area, which is currently an expanse of pavement, as well as slow traffic and enhance the crossings for pedestrians. Criticisms of the idea included the expense, the trees, and the median island itself.

50th

Most respondents (84%) thought the proposal for the intersection of Division and 50th was a good idea. The proposal calls for curb extensions at the northwest and southeast corners of the intersection, to shorten the crossing distance for pedestrians and allow for an enhanced bus shelter. Most people agreed that curb extensions would make the intersection safer for pedestrians, but there were a high number of respondents who could not decide or had no opinion.

Land Use and Zoning

Over three quarters of all respondents felt that rezoning non-conforming commercial uses to recognize their commercial use was more important than preserving the residential areas between Division's commercial nodes. It was also deemed to be a more practical solution, given the market on the street. Overall, there was great support for mixed use development and many people felt that the old houses and historic buildings added character to the neighborhood that is important to retain.

The land use and zoning tools that respondents mentioned as having potential to achieve the community goals for Division included rezoning, non-regulatory approaches such as education and landscaping, modifying the rules governing non-conforming uses, and increasing building setbacks in residential areas.

Many respondents stated that they appreciated the opportunity to learn more about zoning and issues related to the design of infill development. A handful of property owners expressed interest in specific proposals to change zoning from Neighborhood Commercial to Storefront Commercial to gain greater flexibility in redevelopment opportunities.

The visual preference survey was intended to illustrate the wide variation of development that is allowed in the Residential 1,000 (R1) zone along Division. As shown by the results on the next page, respondents would prefer buildings that are oriented to the street, with more architectural details and smaller massing. Another interesting finding was that the more modern designs were rated as highly as the more traditional designs.

Green Infrastructure

The community response on the green infrastructure posters was very positive. Respondents were glad to see that the City of Portland is already incorporating many sustainable techniques along streets all around town. Respondents were particularly supportive of bioswales and other stormwater management infrastructure, street trees, and pervious paving options.

General Open House Comments

Respondents relayed that they greatly appreciated the chance to talk to and ask questions of staff at the open house. They found the planners to be friendly and helpful. Participants thought the posters were visually appealing, well-laid out, and informative. They liked the flexibility of the open format, and they thought the turn out from the neighborhood was strong.

The most common complaint was that there was too much information to digest all at once. Some people felt they needed more time. Others felt a presentation or a structured discussion would have been helpful. Some participants would have liked a summary of the information presented on the posters to be available to take away to read later or share with others.

What can be built in the R1 Zone?

Visual Preference Survey Results:

Score of 1 is what the community would *most* like to see on Division Street. Score of 11 is what the community would *least* like to see.

average score = 8.47

average score = 9.61

average score = 6.27

average score = 4.03

average score = 9.09

average score = 3.69

average score = 3.03

average score = 5.00

average score = 3.22

average score = 10.41

average score = 4.83

April 2nd Community Open House Appendix

Compilation of Comments Received

Do you live on or near Division Street?

West	East	No
43	11	6

Do you work on or near Division Street?

West	East	No
12	4	42

Please describe your age:

25 - 34	35 - 44	45 - 64	65+
15	13	27	4

How do you travel along Division Street?

Bike	Bus	Foot	Car	Other_____
30	37	53	53	1 scooter, 1 motorcycle

URBAN DESIGN FOCUS AREA CONCEPTS

11th Avenue to 13th Avenue

- like pedestrian friendly environment; like residential infill; like redevelopment orientation to corners
- Being pedestrian friendly; green courtyards; raingarden; softening the street edge
- No sculpture. Too large. Like articulated fronts—stairs. Wayfaring sign idea good, but small scale—not as large as MAX schedule holders.
- I like creating a pedestrian friendly environment, with the gateway, wider pedestrian zone, etc.
- Pedestrian-friendly; entry plnger?, sculpture; soften streetscape; raised crosswalks.
- Not really clear to me what the ideas are. Too much to digest at one time. Would be helpful to me if these (photo/description) were added to the BOP website so I could consider them more carefully.
- You need to extend node improvements to 34th Street, too. It has great potential and changes are starting to happen.
- Residential infill 1428 SE 26th; infiltration of roof runoff; enhancing alley way
- Infiltration; building articulation; increased pedestrian spaces; green courtyards
- Love the “gateway” and enhanced intersection, along with the “green” landscape & pathways.
- Pedestrian friendly environment—green; connectivity to school—green; public art opportunity

- I appreciate any effort to enhance the pedestrian environment on Division. I also like the rain water treatments as well.
- I like: soften street edge with more planting all along Division—wide pedestrian zones—yes! And rain gardens.
- Roof runoff filtration, minor gateway, more sidewalk plantings, rain garden
- Like: gateway art, soften street edge, redevelopment to corridors. Not like: runoff from roof is great, but like photo of Epler Hall, it only has one function.
- A. For ped-friendly solutions, I like grade separation for outdoor seating (a lot) and green courtyards. Building articulation is aesthetically pleasing, but may be a burden for businesses. B. Transition zones: I like using roof run-off and any opportunity to create green spaces. Signs are great! C. Schools—the raingarden is both educational and connecting. I do think that for kids' safety, there should be some separation between commercial areas and the schoolyard.
- 11th Avenue intersection *has* to be improved.
- More art!
- The water feature is nice. Sculpture would be good.
- The focus area ideas are generally fine. I don't know the area well enough to comment.
- They are all good! Gateways, green courtyards, raingarden, cool signage
- Greenspace, green/art gateway to neighborhood.
- As a general rule, Division is such an ugly street that any visual improvement would only be good. Whether this is in the form of storefront loans or city paid public zone improve. Stormwater runoff would be second but should be applied citywide of course. The addition of these "wet areas" and parking lane infiltration systems are amazing and should be applied ASAP wherever possible. The aesthetics of a city should never be left unconsidered and must become part of everyday thinking, so that in 50-100 years it will be a rule rather than a topic of special meetings.
- I like all the design ideas presented.
- I feel parking should be eliminated between 11th and 12th, especially because of the traffic light, bus travel and then the trains blocking so much—railroad should be able to move less cars at a time—need to approach UP on lengths of trains.
- WHERE ARE THE TREATMENTS FOR STREET CROSSINGS TO MAKE IT SAFER FOR PEDESTRIANS TO CROSS AT THE MANY T-INTERSECTIONS? In every discussion at DivisionVision on improvements needed for Division which I have attended, this was mentioned as very important. We indulged in brainstorming on this topic. When I emphasized the importance of this problem with City staff, I was assured that proposals for the focus areas would be transferable to these mid-block crossings. I have looked at each of the 50+ details on the four posters for design focus areas and found only one very general mention in the 48th to 50th focus area. This problem needs to be elevated to "focus area" status.
- Green courtyards, infiltration of roof run-off, soften street edges—all good!
- Especially liked: minor gateway, replicating planting scheme, infiltration of roof runoff

24th to 27th Avenue

- not like new multi-family residential; like stormwater management *very much*; like connection to Clinton Street
- pervious paving; raised crosswalks; vegetated swale; water features
- Pervious paving example looks good. DO billboards have proper permits? How can we get them removed. Water features too overbearing in total project (WB projects > $100,000 excessive).
- I like the improved connectivity to Clinton Street, the lighting, and the public art.
- Pervious paving; vegetated parking strip; stormwater management
- Pervious paving; vegetated swale
- Like: veg. swale; veg park strip; increased landscaping
- Enhancing Clinton; shared driveways; murals, not billboards; swales, pervious parking lane; working with owners to improve parking features, green space, etc.
- Like the use of signs & graphics to connect areas. Curb extensions are great!
- Connectivity to Clinton; water feature; stormwater management area—green; public art opportunity
- I am in favor of the proposed ideas as well. However, from a development point of view, one has to be careful with a significant removal of parking.
- I Like: more pervious parking—love and appreciate the vegetative swales and stormwater curb extensions and would really love to see them at 26th and Division and 7 Corners—Let's have LOTS of murals all along Division! I do not like: the ugly commercial monstrosity on 33rd and Hawthorne (or the terrible ones that just were built on 21st and Division—so out of character for the old neighborhood architecture.
- Vegetated swale—yes! And parking strip, pervious paving, water features and public art
- Roundabout at 7 corners. Keep two lanes of travel for peak times.
- Like: enhance billboards, pervious pavement with parking lanes. Vegetated parking strip needs good access to sidewalk, not just a few "bridges."
- All stormwater management options are good. The fountain/stream is a good way to use rainwater and provide artwork. Ambivalent about driveway width, although I prefer minimizing the amount of sidewalk used by driveways.
- Library at 7 Corners. Single roundabout @ 7 Corners.
- Could use a better variety of businesses that fit Bohemian style.
- More art! What about 34th – 39th?
- Good ideas.
- No commercial billboards—murals instead; improve connectivity to Clinton; stormwater management and vegetation; commercial node is revitalizing itself.
- Pedestrian/cyclist connectivity to Clinton; vegetated parking strip + bioswales; **green**! Please look at 27th – 41st also.
- There are a series of buildings in this area as well as 48th-50th that are in dire need of redevelopment.
- I like the suggestions of planters at curbs and sidewalks but where parking is a premium product its difficult to say we can do it in all places. Parking is still a big issue—buses already limit parking in a lot of places. Buses need curb extensions.
- Preserving old billboards, stormwater management, vegetated park strip, consolidated parking and removing curb cuts—all great ideas!

- Like: rearrange parking at apartment building, pervious paving parking lane, vegetated swale for street runoff, vegetated planting strip. Don't like: storefront enhancements, connectivity to Clinton

41st to 44th Avenue

- Like to transform curve into a community gathering space; Like mixed-use redevelopment; Mixed feelings on the rain garden
- Pervious paving; raised crosswalks
- Like vegetative screening of parking lot
- Improvement to "the curve" @ 42nd are needed. I question a true water park @ this location but surface stormwater treatment here would be a great education tool, perhaps more so than a water park.
- I like having a community gathering space and housing
- Multifamily; add median; stormwater
- Mixed use 4606 NE Fremont; multifamily = housing with mixed units—with parking offstreet integrated
- Like: add median; upgrade parking lots; rain garden, if at school; space for common events. Dislike: water feature (not necessary)
- Median; infill; community space; water feature
- Like the look of mixed use buildings. Love added median to break up pavement
- Rain garden—green; transportation curve—ped. crossing widen curve; public art opportunity
- I am a big proponent of mixed use development. I am also in favor of creating a rain garden at Richmond Elementary. I also like the proposed treatment to help with the crossing of Division at 41st.
- Yes to water themes—Japanese rain gardens, off street parking (new develop.)
- Screening and stormwater treatments, add median to green up area, water feature
- Like: community gathering space, mixed use
- I like the addition of greenspace.
- Anything would be an improvement. The median is a very, very good option. Wastewater/stormwater treatment would be good. Raingarden would be a nice way to continue water theme.
- More art!
- I don't like trees in middle of road.
- Community greenspace; water feature, Japanese garden. Please, no infill housing.
- Upgrade parking lots, flexible space, green medians—all good!
- Median with vegetation, water feature, flexible space for events, mixed use redevelop @ 41st, upgrade existing parking lots. Don't like: rain garden—don't lose the 2 ballfields.

48th to 50th Avenue

- like redevelopment at intersection; like highlight of intersection; like adaptive reuse; like improvement of T intersections
- surface parking; stormwater curb; pervious paving; raised crosswalks
- Gateways shouldn't be large. They used to be pedestrian scale.

- Green walls(?) would be awesome. Artwork or other improvements are great enhancements.
- I like the redevelopment idea.
- T intersections; create gateway; enhance surface parking
- Oriental warehouse; adaptive reuse
- Like shelter/transit
- Adaptive reuse; curb extensions; outdoor room concept
- Like the look of the "T" intersections, curb extensions with "green" screening and surfaces.
- Intersection improvement; public art opportunity
- I like all the proposed ideas for this section of Division
- Gateway and shelter for transit riders, curb extensions, stormwater extensions—Let's have LOTS of murals, sculptures, and beauty!
- Bioswales in parking strips, stormwater infiltration with street parking
- Don't put in curb extensions
- Like: curb extensions, adaptive reuse
- Trellises and adaptive re-use of existing buildings. Continue using stormwater management options.
- 50th obviously
- More art!
- Good ideas.
- Adaptive reuse to more pedestrian-friendly. **Green**!
- Curb extensions if done properly (bad example = existing curb extension on Division @ 41st or 42nd). Need vertical elements so motorist don't drive into them.
- Like: special bus shelter at transfer point, trellising for green walls, stormwater curb extensions, streetside screening of surface parking. Don't like: Highly visible mixed use building is way too intense for next 20 years.

Based on your knowledge of Division Street, which buildings or locations would you suggest as potential opportunity sites (sites for enhancement or redevelopment)?

- Gas station at 20th & Division
- Porno theatre at 35th
- All of the car and repair lots that have outdoor storage, gas station near New Seasons
- 34th & Division
- 7 corners, 39th, etc. You are on the right track….\
- 50th, 57th
- The auto body and repair shops, porn theater
- "redevelop" the eco-whaco/extreamist left communist book store at 37th & Division and the Red & Black (Soviet) coffee shop!
- The storefront and empty lot just east of 60th and Division
- The empty lots at 48th would be a good site. Changing or improving parking lot next to Stumptown. ***Please don't "get ride of" older existing buildings.*** Re-using them is a good way to maintain Portland's history.
- 56th St. of course
- The Oregon Theater at 3530 SE Division. Ho Auto Service at 3330 SE Division.

- 11th Avenue—south side. Seven Corners at 21st (however, we have never been able to count 7 corners since we moved in 9 years ago. Where did they go?)
- I own the auto repair shop location on 35th and Division. I would like to see it zoned CS to have store fronts and living above. The tanks are out of the ground as it used to be a gas station.
- Auto repair, apartment buildings, warehouse-type buildings.
- Wild Oats employee parking lot, 41st and Division.

TRANSPORTATION CORRIDOR ALTERNATIVES

Overall, which of the three corridor alternatives do you like the best?

- Alternative 3, because according to the model, it will slow traffic during rush hour. This will promote the use of Division Street by neighbors. Left turn lane will do same. This, in turn, will keep the area a "neighborhood" with hardware store and grocery stores an dentist and doctors offices
- Alternative 1 because it improves pedestrian crossings without screwing up traffic too much.
- Alternative 2. I live on Division. On street parking would facilitate pedestrian crossing, plus I block traffic to get in my driveway anyway.
- Alternative 2
- Alternative 3, because it would mean less traffic on Division
- Alt 2 because it would permit curb extensions, which would make crossing easier and more friendly. Current crossing situation is not acceptable. Part-time lanes should be removed from 12th to 20th, as well.
- I don't like any of the alternatives because you need to model the removal of the pro-time lanes all the way along Division.
- Alt. 1 because it's the least intrusive of traffic patterns
- Alt. 3 because it's the highest and best use of street space.
- Alt. 2 because I like the idea of using this space for full-time parking. Division should also not be a commuter corridor (Gresham). More importantly, adding parking (like near Nature's) will calm traffic!
- Alt. 1
- Alt. 3
- Alt. 2 (to 11th – 28th) but with raised crosswalks, eliminate pro-time lanes, turn lanes only on key intersections
- Alt. 2
- Alt. 2, remove pro-time lanes from 13th east
- Alt. 2, preserve on-street parking in non commuter time; limited need for turning lanes
- Alt. 2 – must have signal timing – greenhouse gases have to be eliminated with better timing (Maybe a greenhouse gas recycling center?); must have bike routes that are safer – No parking is required for new construction and another biker was hit again Friday morning on 21st.
- Alt. 1 – simpler.
- Alt. 1 – less intrusive to traffic
- Alt. 2 – Gets rid of pro-time lanes (partially) AND get 2 lanes of parking for businesses.

- Alt. 1
- Alt. 2. On-street parking is very important for a mainstreet. It would be great if pr-time lanes were also removed between 11th and 20th, to add on-street parking.
- Alt. 1. This alternative maintains the capacity needed to move traffic through the area.
- Alt. 2
- Alt. 3. Improves movement of cars; perhaps (I may be wrong about this) less speeding up side street because drivers may be less frustrated waiting in queues. I am a cyclist, but I don't think bike lanes between 52nd – 58th are essential. Lincoln is 2 block away and a great cycling street. I say this because I fear that removing parking between 52nd and 58th might prevent small businesses there from being successful.
- Alt. 1. Of theses 3, this is the best. Removing travel lanes for peak hours would only back up already heavily used lanes and possibly stop some side streets from even being able to access Division Street. Bikes on Division are also a hazard and slow traffic severely. There is a bike lane 1 block over.
- Alt. 1
- Alt. 3 – Pedestrian improvements, left turn options.
- Alt. 1 because we must have better movement of cars and protect pedestrians crossing the street.
- Alt. 1. On 21st and Division the walk signal does not change. I waited a long time and then took my chances in getting across the street.
- Alt. 3. Street trees in 11th to 28th corridor take a serious beating from buses in this section. Get rid of outside traffic lane. Find creative options for parking. E.g., neighborhood use of church lot.
- Alt. 2. I want more ped improvements with bump outs at corners, remove all part-time travel lanes and no center turn lanes.
- Alt. 3. Largest degree of change to support redevelopment potential and support apparent "blossoming" of Division from 11th to 60th
- Alt. 2. The permanent on-street parking would make pedestrians feel safer during the busy AM and PM rush hours. Also, more delay for vehicles might make more people take the bus as opposed to driving.
- Alt. 1. Most benefits – traffic, pedestrians. Fewest negatives.
- Alt. 1.
- Hard for me to judge these alternatives. Have to study more.
- Alt. 3. Allows for left turn and bike lanes.
- Alt. 1. Improves pedestrian crossings.
- Alt. 2. If Division is going to be redeveloped to open businesses there needs to be on-street parking. Also, this will slow traffic which will make it a safer for pedestrians. However, it does slow down transit but this could be offset by traffic signal prioritization for buses.
- Alt. 1. While there are several ideas on #2 and 3 which I like, I am very concerned that implementing them would increase the overflow traffic onto my street and parallel local service streets which already has (Clinton) a very high traffic flow for a local service street and bikeway.
- Alt. 2. More parking, slower traffic.
- Alt. 2.
- Alt. 1. Keeps traffic moving.
- Do nothing. If it isn't broke, don't fix it!!! Who pays??
- None. Model the removal of pro-time lanes all the way.

- Alt. 1.
- Alt. 1. On-street parking very important between 50th and 60th; new businesses need easy parking.
- Alt. 3. Traffic seems to back up most when people turn.
- Alt. 1 with the partial bike lanes 52nd to 58th. Others create too many new problems.
- Alt. 3. Believed solution.
- Like Alt. 2 the best.
- I like Alt. 3 of the corridor alternatives best because the center turn lane combined with biofiltration treatment where no turn opportunity exists. Gives more neighborhood feeling.
- I like Alt. 2 the best.
- I like alternative 1 best because it appears that this could continue to discorage travel on 20th.
- Eliminate part-time travel lanes 12th to 28th. They're not necessary.
- Alt. 2 because businesses need the parking in order to thrive, and four 9 ft. lanes is hazardous.

Overall, which of the three corridor alternatives do you like the least?

- Alternative 1, because it is similar to current conditions. It does not solve current problems.
- Alternative 3, because it increases congestion too much.
- Alternative 1, because more drivers than pedestrians use Division. I have a feeling a series of red lights will be used to impede traffic. The way most drivers avoid this annoyance is by speeding.
- Alternative 3 because it would make a freeway and discourage alternative modes of transport
- Alt. 3 because the center turn lane is not needed from 12th to 20th, and gives street a much more "urban" feel. Makes crossing riskier because you don't know which direction traffic will be coming from in center lane.
- All of them because none of them include the removal of the pro-time lanes all the way along Division.
- Alt. 3 because too many activities fight for priority.
- Any of these is an improvement.
- Alt. 3 because this alternative will not slow traffic to the posted 25 mph nor help pedestrian travel.
- Alt. 3
- Alt. 3 because pedestrians should be more important than traffic.
- Alt. 1 because it's not enough change
- Alt. 3
- Alt. 3
- Alt. 3 Don't like loss of on-street parking. Not as important as 1 and 3. Businesses will suffer if people can't park somewhere. Even with the idea that Division should only attract peds and bikes – people drive along Division to and from somewhere else and they don't stop at some of the restaurants and businesses because they can't park.
- Alt. 2 – too hard to drive
- Alt. 1 – Pro-time lanes are a problem! Causes speeding; VERY unsafe for pedestrians.
- Alt. 2 and 3 – Would add to congestion during peak traffic time.

- Alt. 3 – It removes on-street parking completely.
- Alt. 3
- Alt. 2 – increases congestion; one of the offshoots of increasing congestion is that drivers get frustrated, turn up Division, and speed up the side streets.
- Alt. 2.
- Alt. 3. The idea of a green street/main street is not to enhance traffic flow.
- Alt. 2. Seems to cause major traffic congestion/queues in future years.
- Alt. 3. People do not understand about left turn lanes. Keep bike traffic off of Division other alternatives already exist – Lincoln Street an Clinton. We have not said much about parking in the areas from 11th to 28th.
- Alt. 1. Too limited.
- Alt. 3.
- Alt. 1. From what I can tell, appears to make relatively minor improvements and keeps more or less the status quo
- Alt. 1. It does not do much to help make the pedestrian environment better.
- Alt. 3. Delays.
- Alt. 3.
- Alt. 2. Does not help with more room for cars. They will congest in the long run.
- Alt. 3. The loss of on-street parking leads to businesses not starting off on the right foot. As well as an increase in the queues in the am and pm.
- Alt. 3.
- Alt. 3.
- Alt. 3.
- Alt. 2. Removal of part-time travel lanes.
- Alt. 3. It will increase congestion. (I think too much congestion is bad.) What makes you think bicycles need a bike lane? They already have “bike routes” on Clinton and other side streets. Bikes don’t mix well on busy streets with cars and pedestrians because of poor (and unpredictable and illegal) behavior by bicyclists.
- All of them.
- Alt. 3.
- Alt. 2. I think some on-street parking is acceptable/desirable; getting rid of all parking will just push more cars/congestion into neighborhood streets.
- Alt. 3, excessive lane width/loss of on-street parking.
- Alt. 2. Would turn Division into Tacoma between 20th and 28th.
- Bad idea to give up street parking, i.e., Alt. 3. Push too many cars to residential streets. Possible to cut into parking strips for parking spaces – if wide enough to preserve traffic lanes and parking.
- I like Alt. 1 the least because it doesn’t do enough.
- I like Alt. 1 the least because it doesn’t accomplish enough improvements.
- Alt. 3 because it ignores the residential character of the street. It would be more appropriate if the entire length were apartments and that’s not likely in a 20-year time frame. It values autos over everything else.
- Alt. 1 because four 9 ft. lanes is hazardous.

Is there anything else you would like us to know about these corridor alternatives?

- While Division certainly has room for streetscape improvements, the street is not "broken." Please don't fix that which is working.
- Raised crosswalks slow down the traffic by keeping
- Where will traffic go? What are the diversion plans for 21st, 26th, etc…?
- You did an excellent study!
- Where is the traffic analysis to support any of these?
- How about considering parking strip and parking cut outs if wide enough between 11th and 21st?
- One day pedestrian overpass trails will need to be built. Small tree and grass parks with benches will bring families and seniors along on their feet. Somewhere to eat ice cream cones – Somewhere to have sidewalk sales – somewhere to have small fairs.
- Remove pro-time lanes altogether. Benefits: 1) more parking, 2) safer for peds and allows building curb extensions, 3) get people out of cars if it is true that traffic will back up
- This street is in need of repaving.
- Alternative 3 idea but turning center lane into street car lane.
- More about expected impacts on adjacent neighborhood streets.
- You need to encourage redevelopment with options that slow traffic.
- Already very good bike route on Lincoln; why do we need one on Division?
- I don't drive.
- Get rid of rush hour lanes
- Quieter (cleaner) buses (electric, etc.) like in Vancouver BC creates a much more enjoyable Main Street.
- I would like consideration made to traffic calming activities on 20th N.
- Not presenting elimination of all part-time travel lanes has diminished my trust in this process enormously!
- If it were possible to do, my preference would be a compromise of alternatives 2 and 3. Two travel lanes, with turn lanes at key locations (or from 11th to 20th) and otherwise parking on both sides.

Other comments (email)

- If you were to go the route of cutting down Division t a single lane traffic on both sides I might also suggest that you BAN PARKING ON THE STREET ALTOGETHER and open up small side streets as an alternative here. A second thing to consider here is some seriously PEDESTRIAN FRIENDLY AND RESPONSIVE LIGHTS THAT STOP TRAFFIC and also PETITIONING TRIMET TO INCREASE THE NUMBER OF BUSES THAT GO UP AND DOWN THE STREET SO THAT MORE PEOPLE MIGHT BE ENCOURAGED TO TAKE THE BUS RATHER THAN THEIR CAR TO WORK.
- I live one house away from Division and having visitors to Division park in front of my home is not appealing. Think of creative ways to improve Division without impacting the residents that live immediately adjacent to it.
- I've noticed that many of the cars traveling along Division don't stop if there is a pedestrian waiting at the marked crosswalks or if a pedestrian is in the midst of crossing at these marked crossings (especially in front of Wild Oats). Drivers along Division really need to be educated on the rules regarding pedestrians in the crosswalk.
- Where are the treatments for street crossings to make it safer for pedestrians to cross at the many T intersections? In every discussion at DivisionVision on improvements

needed for Division which I have attended, this was mentioned as very important. We indulged in brainstorming on this topic. When I emphasized the importance of this problem with City staff, I was assured that proposals for the focus areas would be transferable to these mid-block crossings. I have looked at each of the 50+ details on the four posters for design focus areas and found only one very general mention in the 48th to 50th focus areas. This problem needs to be elevated to focus area status.

- In what way is transportation alternative 3 to eliminate parking from 12th to 26th in favor of a dedicated central left-turn lane and one travel lane in each way supportive of the existing residential and supportive of the sense of community which was to be central to this project? 12th to 21st is heavily residential, zoned to remain residential, with little likelihood conversion to multi-family any time soon. It is sad that concerns about traffic flows on 11th and 12th may mean that no meaningful transportation improvement for Division between 12th and 21st is made. And if this alternative is rejected, what's left to choose from? I think this key branch of the project needs to start over.

TRANSPORTATION NODE SOLUTIONS

Do you like the solution for the 11th / 12th intersection?

- Yes, because traffic on Division going west will be stuck behind left turners, slowing down the flow
- Yes, it helps ease congestion at this busy intersection.
- No. I take this commute every day and the parking is an inconvenience. However, 7am to 11am (trains usually stop about 10:30) should be sufficient. I haven't noticed this problem in the afternoons ever.
- Yes, because it will improve traffic flow/reduce congestion. This area is easily accessible using alternative methods of transportation. For my family we can walk, bike or jump on the bus.
- Get rid of protime lanes—on street parking on both sides
- Yes, because Tri-Met buses need room to keep from breaking mirrors
- Yes, because the intersection is very dangerous otherwise.
- Yes.
- No, because it's not a big problem. I live on Elliott near here. Let's move trains faster now that the tracks are improved. This solution hurts businesses.
- Yes, but make it a turn lane
- Like
- Like
- Don't like. There is nowhere to park when we are coming home and want to stop at Genie's, etc.; we want to stop then – not go home and park car, then walk back – restaurants, businesses need parking.
- Like
- Like – There are only a couple of spots to park and it really slows traffic.
- Don't like – reduces parking for Genie's, etc.
- Like – relieves traffic problems but could put Genie's out of business.
- Don't like. Where will Genie's customers park during the day?

- Like. Even when there are no trains a single left-turner will block westbound traffic until the green arrow appears. Also, removing 3 or 4 spaces at 12th will allow right turns onto 12th while light is still red, thus improving the efficiency of that signal.
- Don't like
- Don't know. How would this affect the business owners there?
- Like. When 2 cars are parked there, it can back traffic up to 16th because it is impossible to get around vehicles turning left off of Division onto 11th.
- Don't like. How is this part of main street/green street eliminating parking for local businesses?
- Like
- Don't like. I think there is enough parking on 11th Street for people going to Genie's and the cars going west need the lane of traffic next to the curb. When trains block the crossing at 11th there should be a place for car and busses going west to move.
- Like. Limited need for parking. Parking available on side streets.
- Don't like. More on-street is better.
- Like. There is a problem and that occurred since Genie's and other development at that intersection. There are other opportunities to park conveniently so it won't be a hardship.
- Like. Don't really have an opinion, although I do like the fact that transit times will increase.
- Like.
- Like.
- I Like, but is there other parking in the area?
- Like, reduced congestion.
- Like, I like that it reduces traffic especially with the train conflict. Also, 3 spots are not much to give up. Also, there is nearby parking on 11th and 12th.
- Like.
- Like. Train.
- Don't like.
- Get rid of protime lanes; on-street parking on both sides.
- Like. This parking is very annoying.
- Like. Will parking be allowed on weekends?
- Like. I like reduced congestion. I would be curious where parkers would leave their cars. Side streets?
- Parking on north side of Division at 11th significantly degrades the performance of the intersection. A single car waiting to turn left causes all westbound traffic to stop! Removing 3 or 4 parking spaces on north side of Division at 12th would allow right turning traffic to clear the intersection making more room for cars continuing westbound.
- I don't like the 11th/12th solution because the 11th/12th intersection (along with the 39th intersection) should be modified to encourage people to use other arterial streets like Powell before they even make it onto Division.
- I like the 11th/12th proposal, however, I am concerned about parking alternatives for Genie's and adjacent businesses.
- I like the solution to the 11th/12th intersection.
- I like this solution because this is a major bottleneck/hazard and only a few parking spots are lost.

- I like this solution because the back-up here can be pretty horrendous at times. Sacrificing just a few parking spaces could make a huge difference.

Which of the three alternatives for Seven Corners do you like the best?

- Alternative A, because for the corner to remain a vibrant part of Division Street, only minor changes are needed. Wider sidewalks could be installed. Any changes that will keep a friendly pedestrian atmosphere and scale is welcomed.
- Alternative A because the intersection actually works fairly well today for how complicated the street grid is there. Modest signal and crosswalk changes would seem to be enough.
- Alt. B. My suggestions are: No left turn from Division onto 20th (EB or WB). Safer for peds and auto traffic will flow better. See diagram (shows bulb-outs at crosswalks that take up one traffic lane and a bike turning lane onto 21st separated by a concrete apron). Radii would need either mature trees or big metal posts to stop an accident. Baffle makes it safer for N/S pedestrian traffic. No left turn would maintain E/W flow.
- Alt. C (single roundabout) because it has greenspace in the middle with sculpture. Circular movement at a central gateway to SE would feel great.
- Alt. C because it would mean more public space; unique feature.
- A combination of all three alternatives would be great. Anything would be an improvement.
- Alt. B because it would make the intersection much simpler and would help drivers and pedestrians understand what to do. This option was not presented correctly. The poster shows the westbound signal in the same location as today. It needs to move west to 20th.
- Get rid of protime lanes
- Alt. A because I think we should start here and if it needs tweaking, we could do more measures later.
- Alt. C because it "equalizes" all traffic, making the entire intersection fairer and safer.
- Alt. B. However, I do like the single roundabout.
- Alt. A.
- Alt. A, because the intersection works fine now.
- Alt. C, but I like the single version! Let's be creative. We want a gateway for the street. Greenscape.
- Alt. C, because a roundabout will decrease truck traffic
- Alt. A
- Alt. A
- None. Need more.21st to Division (S to N) then, right turn onto Division is too restricted and tight – with cars parked on south side and cars waiting for light on north side.
- Alt. C – slows traffic, keeps unneeded trucks off Division St.
- Alt. A
- Alt. C – slows traffic but maintains flow so is better for livability which the stated goal of this project.
- Alt. A. Easy fix, low cost.
- Alt. A. The other two could make it worse. B is bad for bikes and bus. C is bad for pedestrians.
- Alt. A. It's practical and affordable. Also, the residents I've talked to don't feel that there's a significant problem here.

- Alt. A
- I don't know 7 Corners well enough to comment on it.
- Alt. A. Easiest. I would be interested in hearing more about the roundabout.
- Alt. A. Ped crossing across Division at Ladd Avenue is a major safety issue. Vehicles traveling west on Division run through yellow and red light on 21st. The ped crossing has already turned green and peds are starting to cross Division at the same time as the cars cross.
- Alt. A. Pedestrian improvements are critical. Roundabout seems to create too many traffic flow problems.
- Alt. C. From the display it seems that most traffic can get through the intersection which includes buses and trucks. The roundabout answers most all the problem.
- Alt. A.
- Alt. C. Adds something new and different. Might speed movement through complicated intersection. Might discourage use of Division for east/west commute.
- Alt. B. Seems like it works but would remove signal at 21st.; don't do the double roundabout.
- Alt. B. Increases flow of traffic and also makes ped improvements.
- Alt. C. Allows for continuous vehicle flow, but also provides for pedestrians.
- Alt. A. None of the alternatives seem particularly interesting. The roundabout seems like an over-engineered solution, which due to cost is unlikely to happen. The best option would be to focus on pedestrian and bicycle improvements (possible refugee behind bulb-outs) and simple teak to existing signals and timing. Perhaps signals could be timed to provide a few more gaps in the 40th to 35th section of Division traffic. This would ease crossing.
- Alt. C.
- Alt. C. I think it will slow down traffic, create a more consistent flow, and will provide a place for enhancement.
- Alt. C. Slows traffic and is visually pleasing.
- Alt. A. I think at this point and time this the least invasive and should be tried before other alternatives. I think using a roundabout or removing a signal would harm transit service and disrupt bicycle traffic too much.
- Alt. C. It appears to solve the existing traffic "stagnation" problem in the most comprehensive way.
- Alt. A.
- Alt. A. There are lots of people on the north side of Division that walk to New Seasons (and future development). It is so congested to drive I always walk when I can and it's difficult to cross. The signal timing is a great idea. [Note: It is dangerous to allow people to park in front of Starbucks; it makes that right turn onto 20th very difficult.]
- Alt. B, but don't like count down signals!
- Alt. C. traffic flows better.
- Get rid of protime lanes.
- Alt. C.
- Alt. B. Not dramatic – less money spent.
- Alt. C. Only one roundabout. Two may create too much traffic congestion. Division is a corridor and traffic flow needs to be allowed. This is a visually appealing option and provides continuity between Ladd's Addition and Division. As a pedestrian/cyclist I like this best, as a driver this option concerns me.

- Alt. C. Waiting for cars to make it through a roundabout keeps the driver more in tune with traffic than a driver waiting for a light to change.
- Alt. B if timing can be worked to allow easy left turn off 21st, otherwise A.
- Alt. A. Let an obviously healthy node continue to thrive. I would like to see Ladd and 20th treated as a bus/bike-only access, with signal controlled by drivers and riders.
- I like Alt. A best out of the Seven Corners alternatives because cars heading southeast on Ladd Avenue accelerate to a high speed to make through the light on Division Street. One of the two cars run the red light on most light cycles. About 50% of the cars turn right on red from Ladd to Division. Both of these conditions create an unsafe environment for bikes and pedestrians and should be looked at. Slow points/curb extensions/refuge islands, etc.
- I like Alt. C the best for 7 Corners because it reduces confusion, enhances safety and orderliness. As an example, the roundabout at 39th and Glisan does its job very well.
- I like Alternative A for 7 Corners best.
- I like Alt. C because it's more community-scaled, it would add green space, and it eliminates visual/mental confusion and hazard.
- I like Alt. A best because the real problem with this intersection is pedestrian access. This should be our focus.

Which of the three alternatives for Seven Corners do you like the least?

- Alternative C because it's not pedestrian friendly.
- B & C are both too drastic; the impacts of both of those alternatives are too great.
- Alt. C because property will need to be bought and nobody is going to stay at 15-20 mph. It's pretty, though.
- Alternative A because I think more than that needs to happen to make this a safe transportation corridor—especially keeping in mind bike traffic in that area.
- Alt. C, because it would make the intersection feel wider. We want to bring the street inward, make it feel "tighter." Another note: There needs to be a safe way to get peds across Division on the west side of 21st or the east side of 20th. Peds do cross there now, showing demand for the motion.
- Alt. C, the roundabout
- Alt. C because Tri-Met buses couldn't navigate 40' buses well. Deters traffic use. If area avoided, could affect businesses adversely.
- Alt. A because it's not enough change. The intersection is very confusing for pedestrians and dangerous for cyclists.
- Alt. B.
- Alt. C because it violates the National Register Historic District, it hurts business access, it sends free right turn traffic down Ladd Avenue, and it's a really bad design here.
- Alt. A because it does not do enough to address traffic
- Alt. B
- Alt. B
- Alt. B How is this an improvement? Where would the light be? Where would you direct traffic? There needs to be limited through traffic down 21st. I don't think you understand how much traffic goes through "Seven" corners and is held up at stoplight a few blocks east.
- Alt. B
- Alt. C – traffic would be a mess – it would be fun to watch though!

- Alt. B – Impossible to turn left onto Division from 21st.
- Alt. C I actually really like this best but would like to see #s on how much of total transportation funds it would take – very expensive!!
- Alt. C – Not a good location for a roundabout.
- Alt. B because it will force the Line 10 – Harold bus to find an alternate route.
- Alt. C
- Alt. B Do you really need to ask?
- Alt. C. I like the idea of a roundabout, just not the one proposed. The current plans rout traffic off Division and onto Ladd and 20th.
- Alt. C.
- Alt. B. I use 21st going east to 20th. How would I safely turn left?
- Double roundabout
- Alt. C. I think this is impractical. Having driven in Europe (particularly Ireland) I found double roundabouts relatively uncommon and when I used them, very confusing. How will elderly drivers cope? Also, less convenient for peds.
- Alt. A. It does not do much. Status quo.
- Not sure.
- Alt. A. Does not change enough.
- Alt. A. Changes too minor.
- Alt. C. I think this is too drastic a measure. It would put an undue burden onto Ladd Ave. increasing traffic volumes and speeds on a street where there has been significant increase of children on the street. The street is classified as a local service street. Division is a neighborhood collector. To me this seems to be pushing traffic off of Division onto Ladd and 20th.
- Alt. C.
- Alt. B. To avoid 20th and Division I cross Division at 21st; that would be impossible if the signal was removed. It is a great bike route now – what would happen to that? The roundabout is too expensive, space is too small, not great for pedestrians.
- Alt. C.
- Alt. B.
- Alt. C. Most expensive? How much does this cost? Who pays? Is it OK to divert traffic to side streets?
- Alt. C, roundabout.
- Alt. A. not really changing anything.
- Alt. B. If parking is allowed between 20th and 21st, making a right turn will be difficult. I also think you should avoid forcing traffic onto neighborhood streets.
- Alt. B.
- Alt. C. Confusion, safety, new unanticipated impacts (Ladd's, etc)
- Alt. C. Very disruptive to character of area. Puts through-put at top of priorities.
- I like Alt. C the least because this alternative "as proposed" sends many more trips off Division and onto Ladd & 20th. However, this alternative may fix problems of people speeding to make it through the light. Does the ROW exist for this option?
- I like Alt. B the least because 7 Corners adds up to three too many for use of stop signs only. There still would be confusion and probably even more risk for bicyclists and pedestrians than what already exists.
- Roundabout. No way! Violates integrity of National Register Historic District. Sends thru traffic onto Ladd.
- I like Alternative C for 7 Corners least.

- Alt. A
- I like Alt. C the least. Yikes! From driving and walking through this intersection, my sense is that it really works pretty well for cars. It does not work so well for pedestrians. The wait time for signals is long and crossings aren't available in all of the needed locations (e.g. @ 20th). Roundabout is worse for pedestrians creating the need for lots of out-of-direction travel. Even with refuges, pedestrians will be at the mercy of motorists, since there are no signals.

Other comments on 7 Corners (email)

- I think another thing to consider whether you go the route of a roundabout OR any other option is – the bicycles. This intersection is well frequented by bicycles "crossing" regularly as well. Question here: If you built a roundabout I think it would definitively slow the traffic. People moving faster would choose other East/West routes like nearby Powell or Hawthorne. However, on the other hand, you might also frustrate some commuters (car drivers looking for an alternative not as well used route that are trying to avoid the traffic build up that occurs on both Powell and Hawthorne during rush hours).
- If you went the roundabout route, what about having it quartered into an "X" shape with foot/bicycle paths that intersect the center so that pedestrians may wait safely there but also off the paths, there might be room for some planted garden-y sections to beautify things.
- My biggest worry is that Clinton (my bike route) will be congested with car traffic. Cars already use Clinton as a by-way at increased speeds. We need to curb this activity.
- All seem good except the Roundabout. Roundabouts pose special problems for the disabled, the elderly, and children. They require an alert, observant, able adult to cross the unsignalized entries and exits to the roundabout. Blind activists across the country roundly condemned them, call for them to be banned by the new ADA regulations for the public ROW.

Do you like the solution for the 39th intersection? Do you have any other concerns at this intersection that we haven't addressed?

- Protected left turn should be installed to ease congestion on Division.
- Sounds okay to me.
- YES to the protected left turn! Rush hour is HORRIBLE there.
- Yes to the protected left turn! Also, this area could benefit from more greenscaping.
- Yes, I like! Also, Scenic Drive sign on utility pole SE 42nd Ave. (north side)
- No, the protected left turn is a good idea!
- Good.
- Yes to left turn signal. Beautify the intersection, too.
- Does this have to wait for long term street improvements? Can't it be implemented sooner?
- Sounds good, but I use Clinton now.
- Good idea!
- We need this – please!!
- Good idea! I wish that the city would make use of protected/permitted lefet turn signals (OK to turn left on green ball).

- Can anything be done to beautify this intersection?
- Please. Repaving that intersection.
- I think it is a good solution.
- Yes, yes, yes. I love the wait and walk signals. If we get the proper timing we won't need to extend the middle of the street space.
- Please add protected turn lanes.
- Good idea.
- Ped improvements needed.
- Like this.
- Sounds good. Could be more attractive.
- I am in favor of protected left hand turns from Division onto 39th.
- Yea!!!! Great. I think this a major problem and, living on Clinton Street, I believe one of the biggest contributors to our excessive traffic on Clinton that people use Clinton to make their unimpeded left turn onto 39th because they have such a long wait for a left turn, off of Division now.
- Wonderful
- OK.
- Don't do this. It's (as is situation) not that bad. It will increase back ups on 39th and Division.
- Increasing let turn bays will impact traffic patterns when people on SE Ivon want to turn north; the bay will block turns. This will also affect traffic leaving Tom's restaurant and possibly Rite-Aid. More green spaces.
- OK
- I like the 39th option.
- I have no other concerns for 39th.
- Trade planters on medical building for planting strip trees. Show this is an important bus transfer point with signage and enhanced bus shelters.
- Great idea! It's a shame that gas stations feel they have to locate at intersections, because it instantly makes them unfriendly to pedestrians—more landscaping at gas station would help.

Do you like the solution for the 42nd Avenue Curve?

- Yes, because this part of Division has the potential to be a vibrant part. But because it is not pedestrian friendly, I tend to avoid it. It is too difficult to cross the street because of the lack of view of traffic approaching. The median will give the pedestrian protection from traffic as well as an attractive green space.
- I'm mixed on this idea; is the middle of the two curves the best place for a pedestrian crossing?
- Yes, because this is a dead intersection with lots of space for improvement. The median idea is okay and will give peds better access. Access for residents of the houses on the south side would need to be taken into account, and the median I'm still not 100% behind as it looks like it may cramp the buses.
- Yes.
- Yes.
- Yes.
- Yes, because of pedestrian safety. Landscaped median improves appearance of street. This will be a scenic spot. This will slow traffic.

- Yes, because this is the perfect opportunity for these improvements, as well as using this zone for run-off treatment and plantings, etc.
- Yes, because it will calm traffic and is pedestrian friendly.
- Yes, because of greenscaping
- Like
- Like
- Like
- Don't like – trees in the middle? The sight line is not good as it is without making it a forest.
- Like. Better for pedestrians and will make it much more attractive.
- Like
- Like – easier to cross street as ???
- Like, currently, it's too broad an expanse of pavement.
- Like
- Like; easier to cross; median could beautify this intersection.
- Like, but there must be access to turn left off of Division onto 42nd. So possibly a break in the median and a turn lane.
- Like
- Like, improves pedestrian crossing and creates positive visual amenity.
- Like, I feel this area can be a welcome to Division area. Enhance by flower beds and possible water fountain.
- Like.
- Like.
- Like, beautifies, increases ped. Safety, could serve to signal drivers to slow down a bit. The businesses, particularly
- Like, Way too much impervious surface, but I like the idea of curb extensions and the use of green space in the median. Ped. Crossings are adequate. Hopefully it will provide some type of traffic calming effect.
- Like, good for pedestrians.
- Like.
- Like. Creates a more defined path and will make it easier to walk across.
- Like. Soften with landscaping; easier to cross Division.
- Like. There is underutilized space right now. I think that this would make it a safer pedestrian environment.
- Like.
- Like.
- Like.
- Don't like. Expensive. Who pays?
- Like.
- Don't like. I don't like the median strip. I do like curb and wider sidewalks.
- Don't like. Just curb extensions? This intersection needs more investment than this – what are some other ideas?
- Like. This will greatly reduce the risk that comes with crossing the street. Additional planting areas and medians will beautify an uglier section of the street.
- Like. Anything that will slow down traffic on this curve will be good.
- Not sure, what is median function? Needed?
- I like the 42nd proposal.

- I like the solution for 42nd because it enhances afety, access to businesses, and attractiveness.
- I like this solution because I cross here occasionally even with the obvious risks—others who know better do also. Also—minor point—it's an ugly section of Division—a lot of void.
- I like this solution because businesses may think that this will limit access to their businesses, but I think the opposite is true. This part of Division is nearly impossible to cross on foot. Making it more pedestrian friendly could greatly enhance the business environment.

Do you like the solution for the 50th intersection

- Yes, because this is another intersection on Division with the potential to become a vibrant hub. Curb extensions and wider sidewalks will make it more pedestrian friendly and hopefully attract shoppers/diners.
- Not sure. What, if any, impacts to traffic are there with new curb extensions?
- No opinion. Doesn't affect me one way or the other.
- Yes.
- Yes.
- Yes.
- Yes, because of pedestrian safety. It will slow traffic.
- Yes, this would improve the intersection's safety
- Yes, I like this idea a lot. This should apply to most of Division. This idea works near Nature's. Why not take out the extra traffic lanes? Parking calms traffic.
- Yes.
- Like
- Like
- Like
- Like
- Like
- Like
- Like
- Like, improves pedestrian access
- I don't know enough about the troubles here to make a judgement.
- Like
- Like
- I cannot really comment on this.
- Like.
- Like.
- Like, ped. Improvements, any, along this corridor is a plus.
- Like, good for pedestrians.
- Like.
- Like. Curb extensions create more paths and green space and allow for water runoff.
- Like, easier to cross.
- Like, loss of a parking space eases pedestrian curb conflict.
- Like.
- Like.
- Like.

- Don't like. Expensive. Who pays?
- Like.
- Don't like. I think people area crossing the street OK. The curbs would slow right turn traffic.
- Like. These options are fairly basic . . . and really . . .no brainers.
- I'm not sure I understand the benefit of this solution.
- Like.
- Like.
- I like the 50th solution.
- I like the 50th Avenue solution because it's a proven solution elsewhere in the city.
- I like this solution because I think the intersection will feel safer by shortening the crossing and by lining 50th up better. Opportunity for bus shelter that isn't so close to the traffic; opportunity for living, greenery.
- I like this solution because the pedestrian crossing is fairly hazardous at this intersection.

WHAT'S YOUR PREFERRED TRANSPORTATION ALTERNATIVE?

Which combination of corridor alternatives and potential intersection solutions (from the previous pages) do you think should be moved forward as the Preferred Transportation Alternative?

- These are my top four choices in order of importance: 1. See attached diagram for Seven Corners (shows bulb-outs at crosswalks that take up one traffic lane and a bike turning lane onto 21st separated by a concrete apron). 2. Genies No Parking 7am-11am. 3. Left turn signals for Division to 39th very critical. 4. Make 42nd & Division prettier!
- Circled intersections: 12th, Seven Corners, and 39th.
- Get rid of protime lanes from 11th to 28th.
- I like the idea of traffic calming and pedestrian friendly. More parking. No 4 lane areas. Curb extensions.
- 1. Eliminate protime lanes 11th-28th. 2. Partially raised crosswalks. 3. Porous pavement parking lanes, curbs. 4. Greenscape/stormwater treatment everywhere.
- 1. Just like NW 21st and 23rd – in order to make those thrive, they had to find parking – even if it's a commercial parking garage or block – They could be green – jogging oval around parking area. 2. Must be addressed now. New construction and commercial buildings (with no parking and 2-lane streets) can't thrive along Division without this intersection (7 Corners) priority.
- Urban design focus area: 41st to 44th; pedestrian improvements and green spaces; why is there nothing between 28th and 39th; optimize travel signal timing and coordination.
- 11th – 12th – get rid of 2 parking spots; 7 Corners – revamp signal timing and pedestrian crossing; 39th – protected left turn.
- Add more marked crosswalks between 34th and 39th. Reduce #of lanes between 11th and 20th or find ways to widen street or divert/reduce long distance commute traffic.
- Get rid of part-time parking restrictions; add more bump outs, ped improvements. No center turn lanes

- Alt. #3; 7 Corners – Alt. B; 42nd Ave. improvements; all ped (especially!) and bike improvements
- Improved 11th and 12th for peds and bikes; improve signal and ped and bike crossing (7 Corners) and improve 39th for peds.
- 7 Corners #1
- I think there should be permanent on-street parking between 12th and 28th. There should be signal prioritization for buses. No roundabout on Division.
- Alt. 2 for 20th – 28th; Alternative A for 7 Corners; 39th, 42nd and 50th as proposed.
- I already avoid walking and driving on Division due to congestion [note: this is the same person who said, "if it's not broken, don't fix it.]
- Get rid of protime lanes.
- Bike route by Clinton Park/safety area, especially near Dairy Queen.
- 1) The Curve; 2) 11th/12th; 3) I wonder if the 7 corners intersection needs more studying/community input.
- My preferred alternative would include Alternative 3 and Option A at 7 Corners.
- My preferred transportation alternative is Option 1.
- Eliminate pro-time lanes but eliminate parking at 11th, 12th, 21st, 26th as needed to facilitate turns and traffic flow. Roundabout at 20th/21st. Include proposed solution at the other nodes. A lot of focus on safe pedestrian crossings at T intersections even if its not marked crosswalk. Signage for no. of miles of "school corridor."
- Three lanes with turn lane 11th-20th; convert pro-time lanes to parking 20th-28th; restrict parking on north side of Division @ 11th; signal timing at 7 Corners; curb extensions; add medians at 42nd; protected left turn at 39th

GREEN STREETS IDEAS AND SOLUTIONS

What would you like to know about green streets and how they are implemented? Any suggestions you would like us to consider?

- Division's a straight shot with little to no room to expand. Apart from planting street trees and working on the planting strips I can't see much else for my part of Division (20th – 60th).
- Mix of evergreen and deciduous trees and shrubs to inspire the community in all season.
- More
- The Curve is the perfect opportunity spot for "green" improvements/education.
- See above (3. Porous pavement parking lanes, curbs. 4. Greenscape/stormwater treatment everywhere.)
- 1. Light rail first. 2. Parking areas. 3. Restricted parking time (2 hours?) in front of residences.
- More art, more art, more art.
- Permeable pavement and bioswales.
- Do it.
- Water/rain runoff management. Of course, any green spaces that can be added can never be bad.

- Is there enough ROW for all of the pavement to be treated? Will all the water quality treatment be located in the planter strip?
- Maximize use of green street situations
- More street trees.
- Please go for it!
- Like the ideas – swales, permeable surfaces, etc.
- I'm thrilled that Portland is such an innovative city! The "sustainable" (wonderful!) stormwater curb extensions, with their multiple benefits (calm traffic, reduce speeds, improve water quality and reduce stormwater flow) are fantastic. We want more of them!
- Consultations for interested businesses.
- Use bioswales, plus things like impervious surfaces.
- What is a "green" street? How is it different than a "red" street or other color?
- More.
- The use of permeable pavers and green storm drains is a great way to give Division a "green" look – literally and figuratively.
- Consider pervious paving in all the parking lanes. Lots of swales for street runoff—the visibility alone makes this a great tool to heighten awareness.
- I love the idea of green streets and particularly permeable pavement. Are there cumulative effects on groundwater quality if they are used extensively?

Do you have any other suggestions, comments, or things we have missed?

- The moat around New Seasons is horrible. Please don't do that on Division. They have NO pedestrian access on the east side, except through the driveway. Dumb.
- I love the idea of a water-inspired park.
- More
- A library at 20th/Ladd/Division
- Light rail – where? How would it impact area? The huge number of multi-residence buildings and huge commercial building being built with no parking on 21st.
- All green street improvements should have an art component.
- More transit
- I'm really concerned that talking with city transportation people leaves the impression that the most important thing is CARS whereas the goal of the project – main street/green street is about livability – pedestrians, green space, people friendly, not car-friendly.
- What is more important, educating people to change lifestyles or changing infrastructure a la Big Pipe?
- This is a developing mixed use area – don't kill it with transportation improvements that just encourage higher speed and more traffic.
- The transportation improvements need to support the "blossoming" that is occurring in mixed/diverse businesses between 11th and 60th.
- Worry a little about where all this water actually goes. Sink holes?
- Make it pretty and inviting, include general info on signs for community interest.
- Yes, there are two intersections on Clinton Street which would benefit greatly from these stormwater curb extensions – 26th and Clinton and 31st and Clinton (with traffic circle). How do we proceed to be considered for these stormwater curb extensions? Whom to contact?

- I think we need to be very careful about commercial and housing with no off-street parking. While we certainly want to encourage people to use transit and other alternatives, providing "no parking" does not necessarily achieve this. Instead, it can create a situation where cars are parked everywhere and residents park in their driveways, blocking sidewalks. Parking lots have traditionally been ugly, but they don't have to be. Proper design with plenty of landscaping can create decent spaces.

Other comments (email)

- Get TriMet to use clean fuels. That does not mean that the work on the individual intersections has been wasted. And there are lots of lovely ideas presented the focus area photos. But if the overall transportation strategies aren't offered for discussion, the roundabout may be the proposal the community should support. I have heard many times that we don't want Division to become another Hawthorne. That we don't want Division to be a destination shopping district. How much "dressing up" can be done without this result? Change on Division has been very gradual over the years with a definite speed-up in the last several years. Do we really want to encourage even more rapid change? Hawthorne-type people traffic would enhance the property value of commercial buildings – a happy event for property owners and government – so the project could easily drift in that direction.
- I agree with more street trees, but they must be specified to be wide, not columnar or pyramidal, in order to bridge over the street and shade the street.
- In all commercial areas, sidewalks should be widened to include paving the "frontage zone," the 2 feet between the property line and the back of the old sidewalks. So, instead of a 6" curb, a 3.5' planting strip, a 6' "pedestrian through zone" and 2' of plantings behind the curb, you instead have a 6" – 4' –8'. This gives an 8' through zone. The 2' behind the sidewalk, but in the ROW, should be paved, even at places like the Starbucks, where it's adjacent to the parking lot landscaping. It should be paved to the property line, to provide an 8' through zone. I'm also in favor of keeping to the historic scoring pattern wherever possible. Place tree wells far out into curb extensions so that wider trees can be used. Preserve what is left of historic stampings.
- Lighting should be better for pedestrians to cross. Where trees are an issue, install lower lighting that is underneath trimmed-up trees.

LAND USE AND ZONING

Looking at the images on the board titled, "What can be built in the R1 zone," please rank the pictures in an order that demonstrates which types you would like to see on Division Street.

Division Green Street / Main Street April 2nd Community Open House Visual Preference Survey Results

Picture	A	B	C	D	E	F	G	H	I	J	K	Comments
Rank	8	11	9	2	9	7	2	5	4	10	6	I like D & G best
1= best	9	11	5	4	8	1	2	6	7	10	3	
												I really like "I." I very much dislike B, C, E, J. "I" is a contemporary design with a classic feel and its footprint seems smaller, more intemate than the other buildings. Division is a narrow arterial. A
11= worst	6			4		3	2	7	1		5	building with a large footprint would overwhelm it. Small is better!
	2	10	7	8	9	5	6	1	4	11	3	
	8	11	7	4	9	1	5	6	2	10	3	
	11	11	6	9	11	5	5	5	1	11	4	
	11	11	10	1	6	6	5	5	2	11	1	
	11	11	9	4	7	2	2	2	2	11	8	
	8	10	5	2	9	4	3	7	1	11	6	
	9	8	7	1	10	5	3	6	4	11	2	
	11	10	5	6	10	11	9	1	5	11	8	
												Don't over-control design. Meet city's housing affordability needs. All of these buildings look much nicer than the McLaughlin caves and
		11					1	2		10		people under *tarps* .
	8	9	3	2	10	4	1	6	5	11	7	
	9	11	6	3	8	4	1	2	5	10	7	
	7	11	8	3	9	5	2	6	1	10	4	
	9	4	1	6	7	2	3	8	5	11	10	
												mixed use 11th - 39th
	10	8	7	6	9	1	2	3	5	11	4	
	11	4	3	8	9	2	1	7	6	10	5	
	11			3	9	1			2	10	4	
			2				6	5				
	7	10	3	2	9	4	6	8	5	11	1	
	11	10	10	5	11	2	5	9	1	11	5	
	6	11	8	4	9	7	1	3	2	10	5	
	10	8	7	4	9	6	2	5	1	11	3	
	8	9	5	10	7	6	1	2	4	11	3	
	3	11	8	6	10	4	1	5	7	9	2	
				3		1	6	5	2		4	
	7	11	6	4	10	3	2	5	1	9	8	
	8	11	9	2	7	4	1	5	3	10	6	Very confusing and not very useful exercise
	11	11	8	1	11	5	3	6	2	11	4	The photos for the CM zoning! (two photos)
	4	8	3	7	9	2	1	5	10	11	6	
	10	11	8	2	10	1	3	6	3	11	5	
	5	11	7	1	11	2	3	10	2	11	4	
				2					1			
	11	6	4	5	10	1	7	3	2	8	9	Top five are way better than the bottom six.
	11	8	6	4	9	5	3	2	1	10	7	
	10	9	7	1	8	4	2	6	3	11	5	
	7	10	8	6	11	3	1	5	4	9	2	
mean	**8.47**	**9.61**	**6.27**	**4.03**	**9.09**	**3.69**	**3.03**	**5.00**	**3.22**	**10.41**	**4.83**	
median	**9**	**10**	**7**	**4**	**9**	**4**	**2**	**5**	**2.5**	**11**	**5**	
mode	**11**	**11**	**7**	**4**	**9**	**1**	**1**	**5**	**1**	**11**	**4**	

Does it make sense to rezone the non-conforming uses to recognize their commercial use, or is it more important to preserve the residential areas in between Division's commercial nodes?

- Property values are too high (currently) for any business to occupy lots of square footage (ie no warehouses or junkyards will open on Division). I feel recognizing commercial uses will make it easier for existing businesses to prosper and provide employment without blighting the area.
- Recognize the commercial use where longtime businesses are deeply rooted.
- Yes, rezoning makes sense for businesses that improve the community.
- Yes, especially if the non-conforming businesses provide community-desired services.
- Allow mixed use zoning all the way 11th-60th
- Preserve residential areas—historic houses have character.
- Rezone and keep existing

- Yes
- I don't think there is broad agreement that the community wants separate commercial nodes with residential in between. Zone for long term flexibility, especially R1—multifamily /multiuse.
- Doesn't seem realistic to preserve residential uses long term. Level of multifamily development should be compatible with the available transportation and should be highly encouraged to be "house-like," not "apartment-building-like." It's important to note that the No. 4 bus is very crowded and is already 'frequent service.' Increasing residential density could exacerbate this existing problem. Improve transit service in parallel to redevelopment.
- I like more commercial mixed uses. It is unrealistic to think that we would get single family uses replacing commercial uses. The economics don't work. I don't want more crappy residential like what was allowed to go in on the north side of the street south of 26th.
- I think this is a tricky issue. The older commercial buildings add character and increase the diversity of uses. On balance, I'd say yes, it does make sense to rezone but don't expand commercial uses. Otherwise, I believe the area will "stagnate."
- Yes, we should rezone the NCUs
- Rezone the NCUs. They are the very definition of a mixed-use community—would NOT want to get rid of them.
- Yes, selective rezoning of valued non-conforming businesses okay.
- Yes, mixed use is great! Multi-family, dense, city-style homes okay
- Yes, it makes sense to rezone existing.
- I want a blend of residential and commercial uses. Division is deemed by Metro to be a Main Street. If this is the case there needs to be a mix of uses. Also it is an urban environment. I want more urban amenities. If not I might as well live in the suburbs.
- Rezone
- It's more important to preserve the residential areas
- Removal of some existing businesses is good. Ho's Garage @ 33rd Place would be a good start. There are about 50 cars there all the time. At least 20-30 are just junk cars. This is not a wrecking yard area. Ho's has also been sited before for dumping oil and fuel into street drains.
- Rezone
- Rezone, since although we want residential on Division, mixed use is my desired outcome
- Rezone
- I think that existing businesses should be re-zoned and not forced to close. Other open spaces can be zoned residential. Green areas and open space is as important as residential zoning.
- Yes, rezone. Preserving residential is not as important.
- Yes, rezone.
- Rezoning to recognize the commercial use of existing businesses would, for the most part, be a more realistic solution. However, a few words about Ho's Garage, on Division between 33rd Ave. and 33rd Place: This is basically an industrial business, operating more as a salvage yard than as the auto repair shop it purports to be. It produces more noise/visual/air pollution, for longer hours daily, than the Texaco station which previously occupied the site (and performed a few mechanical repairs in an indoor bay) ever did.

- Rezone. Residential property values will decrease as Division becomes more commercial—without off-street parking or with cars taking up residents' parking on street (Chicago is a mess this way). However, there are blocks of houses along Division that won't be so affected as long as entire blocks remain residential.
- Rezone non-conforming uses.
- Rezone
- It makes more sense to work with each owner individually to either sell their property or develop it appropriately.
- Rezone
- Rezone if they are already commercial buildings.
- Rezone to mixed-use
- Adding more commercial uses on Division only adds to the congestion—both on Division and in the adjoining neighborhoods. I would encourage the city to *preserve* residential areas on Division.
- I did not attend these workshops and I'm too fried by the traffic proposals now to look at zoning. But generally speaking I think Division needs some help to determine what it is. Right now it is hard to look at a viable business community when there is no flow. These "nodes" will continue to develop but the flow of the street will always be broken by houses and new ugly apartments (30th St.).
- Selectively rezone NCUs to recognize as commercial—in others rezone to mixed use.
- Rezoning all non-conforming uses should be done.
- Not, it does not make sense to rezone if this also allows vehicle repair businesses to expand. These businesses effectively kill street life in that they create an unpleasant pedestrian environment—and have no real relationship to the street.
- This question is loaded in favor of rezoning—shocking! Why would we want to allow much change in use? I think the residential areas should be preserved. The issue is too complex to be addressed in such an oversimplified question. No additional CG. Buildings like that on the SE corner of 16th and Division should not be rezoned—maybe rezone to CM. **Do not rezone R1 to CM**, but possibly rezone NCUs to CM if they are at a node.

Of all the land use and zoning tools discussed on the Land Use and Zoning Approaches poster, which do you think have the most potential to achieve the community goals for Division Street?

- Rezoning
- Rezoning
- None. Upzoning the entire street will allow the street to develop as a main street over time (20 year planning horizon) without having to pay zoning change fees!
- CM & CS—why no minimum landscaping requirements? Landscaping, streetfront lighting—good ideas; design overlay—to maintain historic character. Be careful with NCU. Some are deliberate and some aren't.
- Rezoning
- Rezoning will unlock the potential that has been already trying to happen *despite* the zoning.
- 1. Non regulatory approached are good start. 2. modify NCU rules. 3. Setbacks sound good.
- I love the infill housing. Moving back setbacks for more landscape.

- Infill housing prototypes for R1 zone as seen on visual display
- Rezoning. This will allow for a closer approximation of Metro's 2040 Main Street idea. I want a combination of residential and retail on Division.
- One-on-one conversation; mixture commercial; rezone to allow by growth
- Non-regulatory measures and regulatory amendments
- Non-regulatory. Education
- Education. The other things will follow.
- Non-regulatory measures.
- Education and incentives and rolemodeling by the public sector walking the walk. Including stinky old TriMet.
- Mixed-use buildings.
- Rezoning.
- More CN and CS
- Rezoning
- Non-regulatory measures and rezone
- I think it should be residential, and commercial as it is. I like the growth and improvements that are taking place.
- I favor the rezoning option. The CG should definately be removed and changed to CS (43rd and Division is the prime example), and CN2 should never be used west of 82nd. This is the inner neighborhood! I suppose CM is reasonable for the rest of the residential, although I wonder about that stretch from 14th to 20th on the north side in Ladd's Addition. It seems so solidly single-family that perhaps it should be no higher than R2.5. The problem with CS is itmandates mixed use, and then developers are tempted to try to fudge, as Corey Brunish did at SE 32nd and Hawthorne. The building was built with apartments above retail, but their front doors come down to street level, and they are now all commercial uses (massage, etc.) despite not being handicapped accessible.
- Landscaping, design overlay
- Rezone selected (not all NCUs) to CM; possibly rezone CG to CS; perhaps storefront lighting, perhaps changing sidewalk widths; issues on modifying NCU regs & residential setbacks not clear.

STICKY NOTES COMMENTS:

- On Commercial Zones poster:
    - Near the CN2 description: "It would be great to specifically emphasize <u>locally</u> owned business in this designation."
    - On a sticker near the CN2 description: "Ha! This was totally ignored when Starbucks moved in."
- On Urban Design Focus Areas 11th – 13th Avenues Node poster:
    - We live at 14th and Clinton and I often walk this intersection with my small kids. Any protection/enlargement of sidewalks/trees/etc… to protect walkers would be great!!!
- On Urban Design Focus Areas 24th – 27th Avenues Node poster:
    - Near pervious paving within parking lane picture: "Yes! These would probably also have a traffic calming effect."

    - Near opportunities to enhance existing billboards picture: "How about a mural? Not a billboard." And "I love the existing sign. Fits the vernacular."
    - Pointing to a water feature on south side of Division between 25th Avenue (north) and 25th Avenue (south): That's private property. It's also a parking lot for apartments. This woman takes pride in her garden. I doubt this will happen."
    - How about stormwater curb extensions at 26th and Clinton? Curb extensions at 26th and Clinton to discourage truck and other vehicle traffic on Clinton Street (a bikeway and local service street).
    - In reply to above: "Curb extensions are unnecessary and everyone in this town should do a better job of signaling their intentions."
    - Pointing to 26th and Clinton intersection: "Arrest and fine bicylclists who don't' stop at stop signs and make illegal unpredictable turns!"
- On Urban Design Focus Areas 41st – 44th Avenues Node poster:
    - Wow, cool!

GENERAL OPEN HOUSE COMMENTS

What did you like most about today's open house?

- Loved to see the progress made on last open house's ideas.
- The breadth and scope of the educational material.
- The open format and excellent demonstrations.
- Great posters and presentations
- Time to look and think on my own and write as I went
- The community participation—great showing!
- Bureaus working together with business and neighborhood groups
- Good drawings—they were easy to understand
- Flexibility
- Lots of staff available. Got answers to questions I've been curious about.
- Lots of photos
- The friendly planners! This eval. Form really helped me focus my thoughts.
- Pictures and explanation by project presenters—what an amazing project! You guys are great!
- Great visual aids and helpful staff
- Thanks! Very informative, lots of info., great presentation, good presenters
- The people talking to us to explain displays. The displays were very organized and understandable. Good job!
- Time to look and ask questions
- The openness to look around and speak with people.
- Excellent—participating presenters were able to answer most questions. Demonstrations were clear and concise, advice given and referrals to correct persons given.
- Chance to talk to someone about each section.
- Informative with people to ask questions of.

- The great source of information and that you involved the community in the planning process
- The informality and expertise on hand to answer any questions.
- I appreciate the opportunity to comment on the proposed designs.
- Great staff, graphics and content.
- Big room
- Presence of helpful, engaged planning personnel, and strong attendance by neighborhood residents.
- Availability of staff for discussion
- The donuts. Questions were easily answered.
- Talking with people
- Lots of good information and people to answer questions
- The whole thing was very well done and informative
- Friendly staff
- Having access to city planner and engineers. Thanks for coming!
- Visuals, plenty of people to answer questions, good muffins.
- Lots of information. Everyone was very helpful.
- Great staff assistance in explaining concepts.
- It is quite pedestrian friendly.
- Lots of staff available to answer questions; lots of neighbors to discuss options with; great display materials!
- Ease of talking to City staff

What did you like the least about today's open house?

- I dunno if its bad but there's a lot of information to take in at once.
- Transportation node solutions feel less important.
- The hours—could have gone later into afternoon
- Need more public comment. The stations minimize community interaction and common concerns to be wi_ed to the community at large, but thanks for trying!
- Needed one more hour to look/think
- N/A
- Some people advocated for ideas…that were supposed to be providing balanced info.
- Need to have ted?
- No summaries of the proposals was available.
- Lack of group discussion and group preferences/voting
- Too much to digest at one time. Too many words. Need more understandable/memorable themes, not lots of bullets.
- Very complicated, most people will not spend all the time required.
- A "road map" of the layout—some kind of overview when you arrive—would help reduce the feeling of being overwhelmed by the large amount of info.
- So much information—but, it looks like we can trust your judgement!
- Too short!
- So much info, almost overwhelming. Wasn't prepared. Difficult to judge some of the alternatives (lack of experience).
- Would also like a short formal presentation
- N/A
- Very good. No negatives.

- The lack of explanation about questionnaire process. I didn't see much about the schools on anything…and this is a strong component of our community.
- Initially, I didn't realize that there wasn't a presentation and wandered around for awhile before that dawned on me.
- I didn't come with enough time or presence of mind for all of the feedback y'all were ready for—sorry.
- More about which dept. each city rep. came from.
- If neighborhood business representatives were present, they were not identifiable.
- Coffee was cold.
- Didn't understand the info presented. Not discussion focused on issues.
- Would like to see dollar amounts for some of the transportation options.
- The fact that there is nothing proposed for 28th -39th (I live on 35th).
- Too much information. I came expecting a discussion. For a person just coming to this series of workshops, it was a lot to digest.
- Transportation Corridor Alternatives—poor selection in this central issue makes it difficult to think about how other pieces will work.

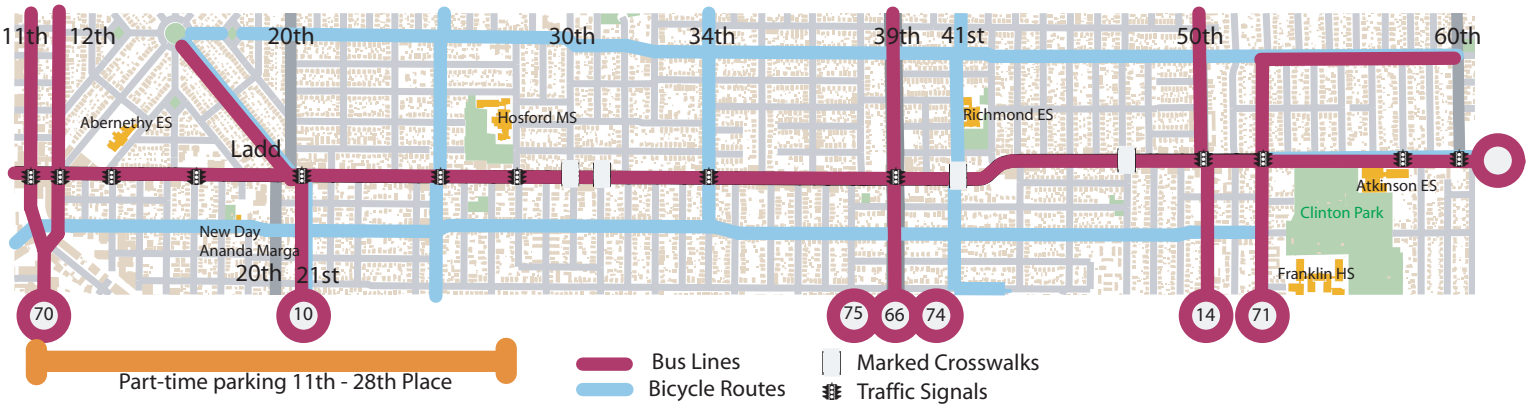
Please use this space to write any additional comments.

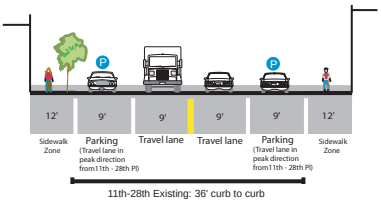
- Division Vision is a great thing?
- Fairly good turnout. Looks like project is gelling well now. Still think visual preference survey could have better examples of good/bad.
- Excellent work—keep it up!
- Not much detail available on website. Add more from presentations at open house.
- Why don't you enforce the unscreened storage of dead autos in several lots. Please have them removed. Also—get rid of billboards—they are inappropriate in this area. They are out of scale and an eyesore. If you can't get rid of them then require them to downsize significantly.
- I vigorously support pedestrian improvements and providing for more diverse, mixed use zoning and fewer NCUs.
- Would it be possible to place some of the pictures and suggestions at the site. Hard to visualize what the areas look like currently.
- Have some single sheets for more study on subjects. Perhaps use website?
- Thanks so much for your hard work—it's very appreciated! You are hearing the citizens.
- Why do we have money to spend on this stuff, but we don't seem to have money to put criminals in jail? Criminals, including homeless bums, impact livability of the area more than this traffic stuff.
- Please don't waste money on pet projects that are in the best interests of society/communities/people or the environment.
- I like the time of the event and food offered. I am concerned about successful implementation of these ideas. In other words—how can this be done?
- Mostly, what I care about are increased pedestrian crosswalks, specifically between 34th and 39th. Even more specifically, I'd like one at 37th. Thank you!
- Please don't "yuppify" Division Street. Revitalization is good and welcome, but I don't want a cookie-cutter, suburban-type commercial district.
- Good job. Good luck.

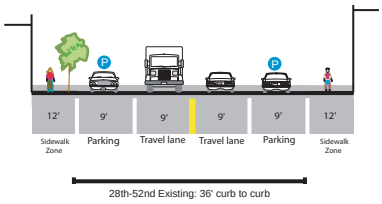
- Consider flexible street segments that can easily be reconfigured, closed off, and narrowed for events. Consider acquiring open plaza space at Ladd & 20th.
- Excellent info.
- The displays were detailed and interesting—very well done!
- The event in January was much better. Open houses don't have as much value to many attendees.
- One of my concerns was street parking in front of my building at 3719 SE Division and possible changes to bus stops that would impact my parking. I am assured no changes are proposed. I definitely need to keep business owner parking there to load and unload furniture, as well as residential parking for apt. tenants.
- Get rid of peak hour lanes—make it parking only!
- I appreciate how hard everyone has worked to involve us in this process. Thank you!
- I need on-street parking for residential single home dwellings.
- I would also like to ask that everyone who provides input on this project think hard about the overall effect of each of the ideas for focus areas. I have heard many times that we don't want Division to become another Hawthorne. That we don't want Division to be a destination shopping district. How much "dressing up" can be done without this result? Change on Division has been very gradual over the years with a definite speed-up in the last several years. Do we really want to encourage even more rapid change? Hawthorne-type people traffic would enhance the property value of commercial buildings – a happy event for property owners and government – so the project could easily drift in that direction. Please be very thoughtful with your responses to focus area improvements as well as the overall transportation scheme.
- I don't mind density along Division. Also think 3-story is fine (we already have several). Need the density to support a vibrant commercial corridor and increased transit service. Design review certainly desirable. I love the comparison regarding 29th and Division vs. the much better example.
- 1. We need to be able to balance pedestrian-friendly design with adequate parking. With creative design and plenty of good landscaping, this can be done. Parking problems can destroy a neighborhood. 2. Marked crosswalks at T-intersections.
- Perhaps having separate evaluations for different pieces—urban design, transportation, land use would make the evaluation form less intimidating.
- There should be no more narrow buildings and no dwellings that rise more than two floors above the ground. No building should be allowed on a lot of fewer than 5000 square feet. There should be no more apartment houses and no more crowding, like the situation northeast of Mt. Tabor where developers bought two houses, planning to build four on the same land. Thanks goodness the neighbors stopped that in part. I am against a broader urban growth area; I am for fewer people. Present policy is to crowd more people into fewer square feet and make Portland, once a lovely place to live, look like New York city or San Francisco. Let's deport the illegal aliens and make room for Americans.

Corridor Alternatives

Existing Conditions







The roadway is generally 36 ft wide with 12 foot sidewalks

2005 traffic volumes:
24th: 15,000 vehicles per day / 1,200 per hour (PM peak)
31st: 13,800 vehicles per day / 940 per hour (PM peak)

AM Peak Period: 70% westbound / 30% eastbound
PM Peak Period: 63% eastbound / 37% westbound

Truck volumes heaviest between 7 am - 3 pm (30-50 trucks/hour)

25 mph posted speed limit, 20 mph in school zones

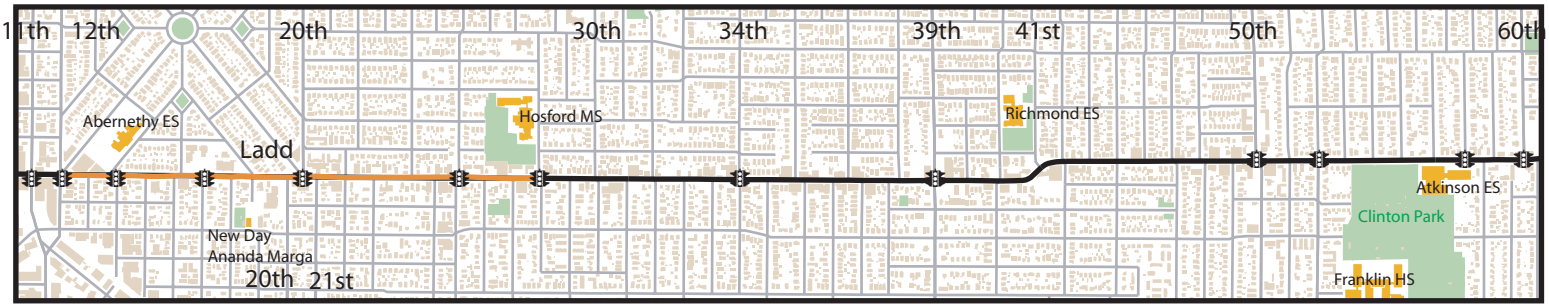
Peak hour travel speeds average 13-16 mph

85% of motorists travelling at or below 29 mph near 31st
85% of motorists travelling at or below 30 mph near 47th

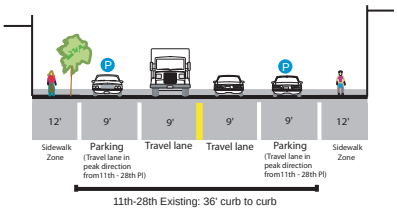
Highest levels of pedestrian activity at 7 Corners and 39th

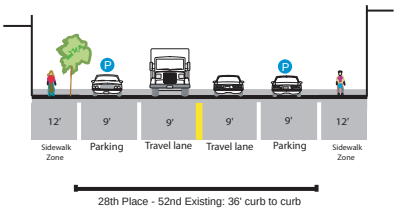
Corridor Alternatives

Alternative 1. Signal Timing and Pedestrian Improvements



Part time parking - 11th - 28th





Elements

Optimize traffic signal timing and coordination

Provide new curb extensions at some bus stops and key locations between SE 28th and SE 60th

Add curb ramps where needed

Key Considerations

Reduces traffic queues at most intersections (over Do Nothing conditions)

Improves transit travel times (over Do Nothing conditions)

Improves pedestrian crossing opportunities

New curb extensions will:
- shorten pedestrian crossing distance
- improve sight distance
- improve transit access
- increase the number of parking spaces where they replace longer bus zones
- remove some parking spaces at new locations

Marked crosswalk with curb extensions

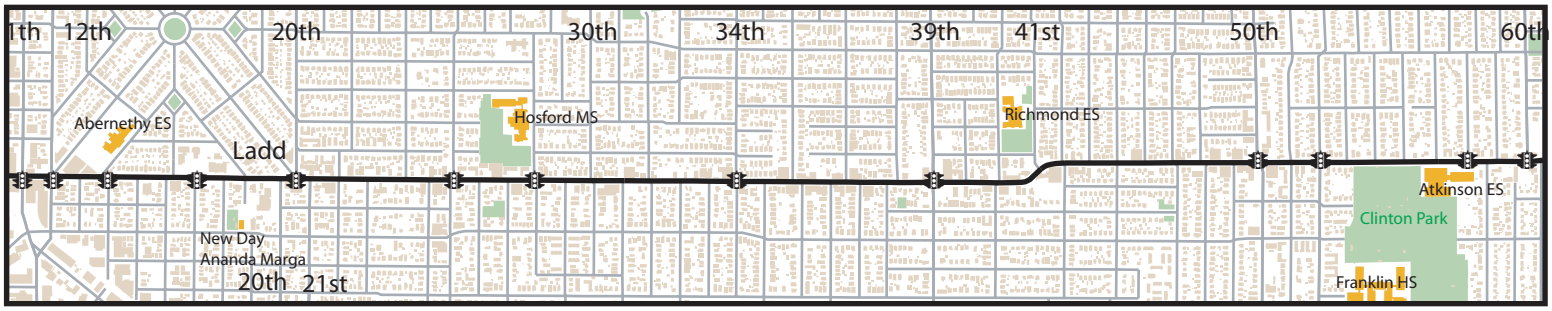
Part-time parking along Divison Street between 12th and 28th Place

Pedestrians crossing at an unmarked crosswalk

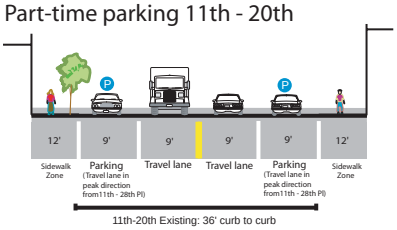
The wide intersection at 50th makes pedestrian crossings difficult

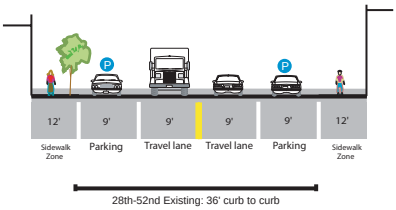
Corridor Alternatives

Alternative 2. Remove Pro-Time Lanes 20th - 28th Place



Part-time parking 11th - 20th





Elements

Same as Alternative 1:

Optimize signal timing
New curb extensions (28th-60th)
Add curb ramps

Plus:

Make on-street parking permanent between SE 20th and SE 28th

Add curb extensions between SE 20th and SE 28th

Key Considerations

Travel time and congestion increases for buses and motor vehicles.

Removal of part-time travel lanes between 11th and 20th would cause signifcant queuing and delays to Division, 11th, and 12th

New curb extensions will:
- shorten pedestrian crossing distance
- improve sight distance
- improve transit access
- increase the number of parking spaces where they replace longer bus zones
- remove some parking spaces at new locations

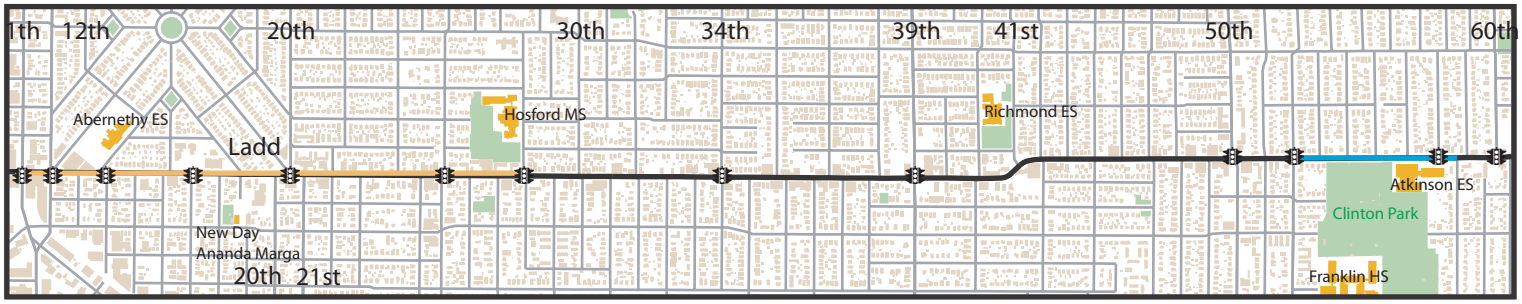
Loss of the travel lane impacts traffic flows

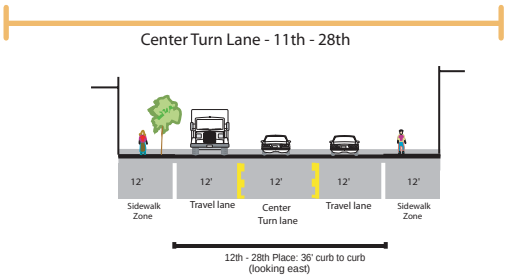
Part-time parking would become permanent from 20th-28th

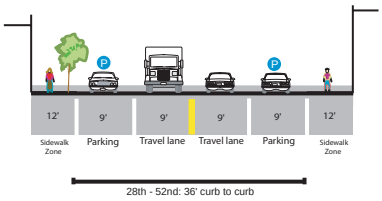
Curb extension improves transit access

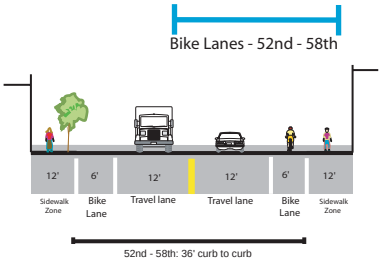
Corridor Alternatives

Alternative 3. Two Lanes with Left Turn Lane 12th - 28th Place









Elements

Same as Alternative 1:
Optimize signals
New curb extensions (28th - 60th)
Add curb lanes

Plus:
3-Lane cross-section
(1 travel lane in each direction plus a center turn lane)

Median pedestrian islands where left turn lane is not needed

Bike lanes between 52nd and 58th

Key Considerations

Travel times increase compared to Alternative 1

Travel times are slightly reduced compared to Alternative 2

Significant queuing in both AM and PM peak hours

Shorter crossing distances and improved sight distances at curb extensions and median islands

Loss of on-street parking between SE 11th and SE 28th

Loss of on-street parking between 52nd - 58th where bike lanes replace on-street parking

New curb extensions will:
- improve transit access
- increase the number of parking spaces where they replace longer bus zones
- remove some parking spaces at new locations

Intersection Focus Areas

11th / 12th Couplet

Existing Conditions

One-way 11th/12th couplet traffic problems caused by: left turns from Division, heavy truck traffic, pedestrian movements at bus transfer points, and trains

Parking restricted during peak hours on north side from 11th to mid-block (approximately 3 spaces) and no parking mid-block to 12th because of bus zone

Potential Solution

Restrict on-street parking on north side of Division from corner of 11th to mid-block to 7 am to 6 pm Monday through Friday

Key Considerations

Loss of 3 on-street parking spaces (currently no parking during AM and PM peak hours)

Removing on-street parking reduces buffer between pedestrians and moving vehicles

Improves transit travel times and traffic flows in westbound direction during off-peak weekday periods

Improves bicycle access in westbound direction

Looking east on Divison St at 11th.

Left-turning vehicles and trucks slow traffic along Division St at 11th

Bus transfer points encourage pedestrain movement between Division St, 11th and 12th.

Trains sometimes block couplet south of Division St, leading to traffic delays

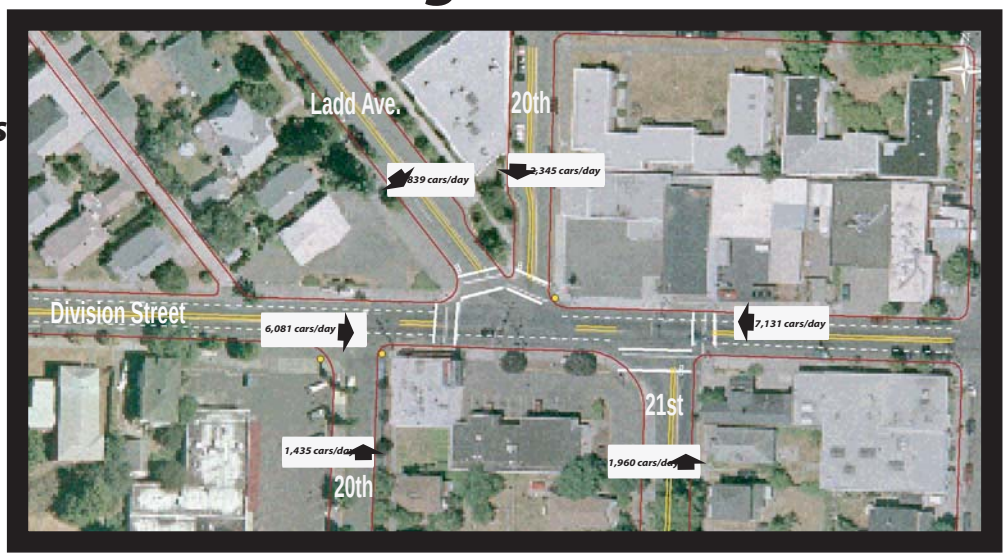
Division St and 12th.

Division St and 12th.

Seven Corners (20th/21st/Ladd)

Existing Conditions

Traffic Volumes



Community Input on 7 Corners

What Works:

Two bus lines and decent traffic flows

Positive local business redevelopment

Vibrant community activity

Lots of pedestrians and bicyclists

Bicycle detector loops work for bicyclists

Part-time parking allows space for bikes

Narrow street "feel" slows traffic, helps pedestrian and bike safety

What Doesn't Work So Well:

Confusion/conflict between bikes and cars

Confusing/difficult/dangerous to cross on foot or in wheelchair

People desire to cross from NE corner of 21st to SW corner of 21st (prohibited)

Driveways cause auto/pedestrian conflicts and traffic backups

Signal placement confusing for drivers

Difficult to turn left into New Seasons/SE 20th

Traffic cuts through parking lot

Merging from the two travel lanes into the single lane at 28th is difficult, especially at rush hour

Bus/auto conflicts

Growing demand for parking in the neighborhood

Key Considerations

Transit

Street Classifications

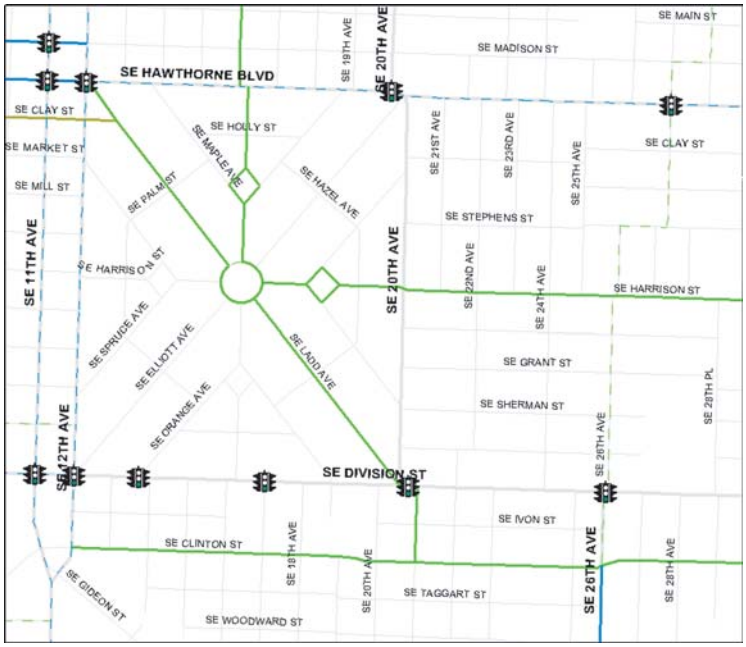
SE Division
· Neighborhood Collector
· Major Transit Priority Street
· City Bikeway (11th - 12th, 20th - 21st)
· City Walkway
· Minor Truck Street
· Major Emergency Response
· Community Corridor (11th - 33rd)

SE 20th (north of Division)
· Local Service Traffic Street
· Transit Access Street
· City Walkway
· Local Service Truck Street
· Minor Emergency Response
· Local Street (street design)

SE Ladd
· Local Service Traffic Street
· Community Transit Street
· City Bikeway
· City Walkway
· Minor Emergency Response Street

SE 21st (south of Division)
· Local Service Traffic Street
· City Bikeway
· City Walkway
· Minor Emergency Response
· Local Street (street design)

Bike Network



Legend
Traffic Signal
Facility, Status
Bike Boulevard, Active
Bike Boulevard, Planned
Bike Boulevard, Recommended
Bike Lane, Active
Bike Lane, Planned
Bike Lane, Recommended
Signed Connection, Active

Minor Changes

Potential Solutions

Minor changes to signal timing to improve traffic flow and pedestrian crossing opportunities, including a countdown pedestrian signal

Upgrade curb ramps to ADA standards

Reduce SE 21st (west side) curb radius to reduce pedestrian crossing distance across 21st

Reorient SE Ladd crosswalk

Consolidate driveways or reduce driveway widths

Key Considerations

Pedestrian access will be improved

Reduces crossing distance for pedestrians on SE 21st

No change to on-street parking

Little or no change to traffic or bus patterns

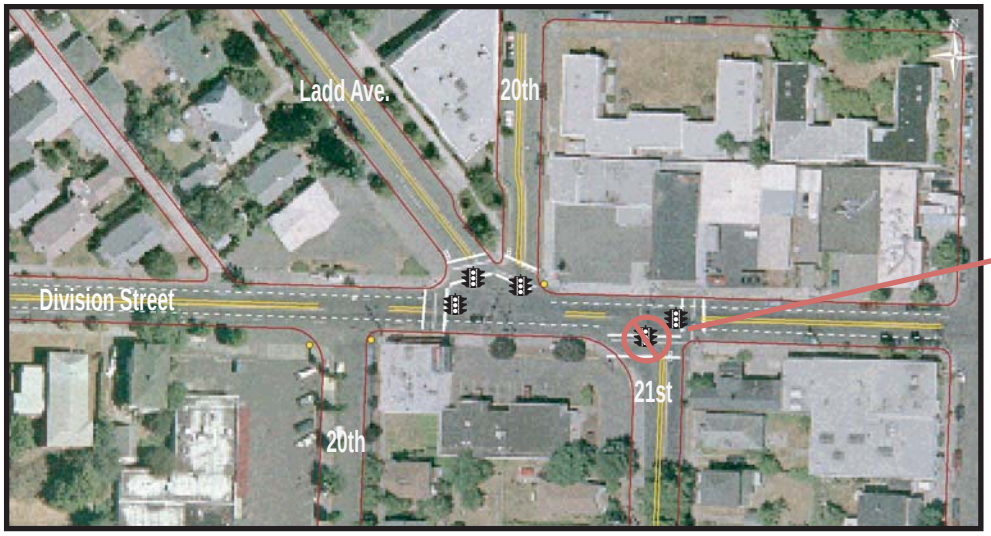
No change to bicycle route

A pedestrian countdown signal

Traffic flow would improve with minor changes to signal timing

Bike route and signal operation would remain unchanged

Remove SE 21st Signal and Minor Changes



This signal would be removed and replaced with a stop sign

Potential Solutions

Replace Northbound SE 21st signal with stop sign

Install countdown pedestrian signals

Upgrade curb ramps to ADA standards

Reduce SE 21st (west side) curb radius to reduce pedestrian crossing distance

Reorient SE Ladd crosswalk

Consolidate driveways or reduce driveway widths

Key Considerations

Improves intersection operations by removing one signal

Southbound SE 21st turns would be right only

Most SE 21st northbound vehicle traffic would shift to SE 17th or SE 26th

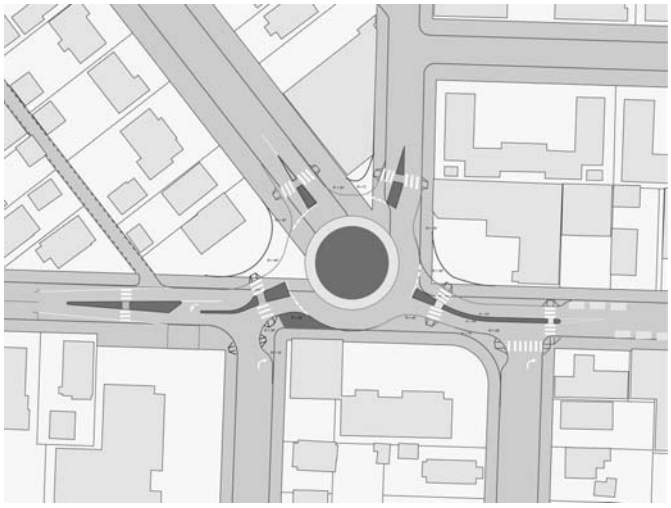
Northbound bus #10 would shift to 26th/Division/Ladd from 21st/Division/Ladd (rerouting is not desirable to TriMet)

Disrupts Clinton/Ladd Bikeway to downtown. Northbound bicyclists could continue north on 26th to Harrison and then access Ladd if modifications/improvements are made to the 26th/Harrison bikeways

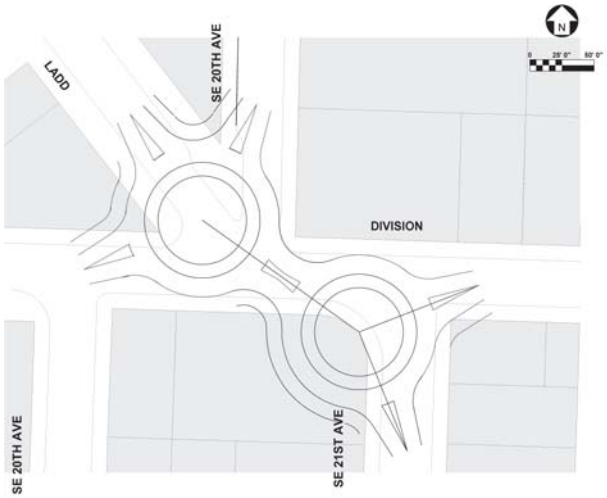
No change to on-street parking

Roundabout

Single Roundabout



Double Roundabout



Potential Solution

Replace the signalized intersection with a roundabout

Key Considerations

Roundabouts equalize all streets entering intersection, e.g. all streets entering roundabout are treated similarly in regards to number of lanes, yield controls, etc.

A roundabout could change traffic volumes on the local streets (Ladd and 20th)

Speeds are 15-20 mph

Transit stops are relocated to the far side of the intersection with pullouts or further downstream

One wide travel lane for buses and cars. Large trucks may use raised apron surrounding center island

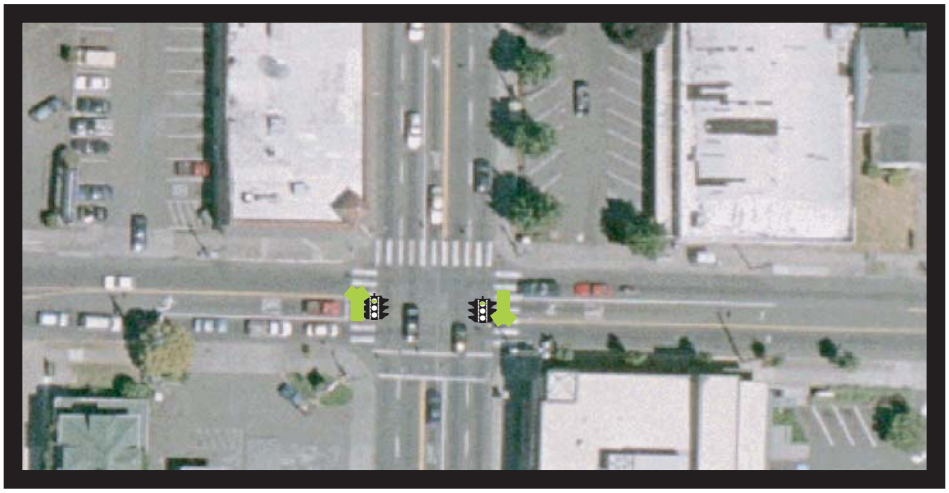
Pedestrians cross one travel lane at a time around the circle at refuge islands, increasing overall walking distance

Bicyclists share travel lane with motor vehicles

Provides opportunity for green infrastructure and public art

Intersection Focus Areas

39th and Division



Long traffic lines at the light at 39th during morning and evening commute times.

Existing Conditions

Heavy traffic on both 39th and Division St.

Left turns from Division to 39th are allowed but not protected with a turn arrow, leading to long traffic queues and some diversion through neighborhood streets

Multiple bus lines on 39th and frequent service on Division; bus transfers

Active pedestrian area with narrow sidewalks on 39th (8.5 feet) and northeast side of Division (11 feet) and some obstructions in sidewalk (northeast corner)

Potential Solution

Signal timing changes proposed in Corridor Alternative 1 and protected/permissive left turn arrow phases on Division

Key Considerations

Heavily used bus stops contribute to traffic delay

Signal timing changes would result in overall improved intersection operations

Protected left turns result in decreased overall intersection queuing and delays for the left turn movements, particularly during the peak PM period

Addition of left turn phase for Division could reduce green time for 39th, possibly resulting in higher delays and queuing along 39th

No change to pedestrian crossing times

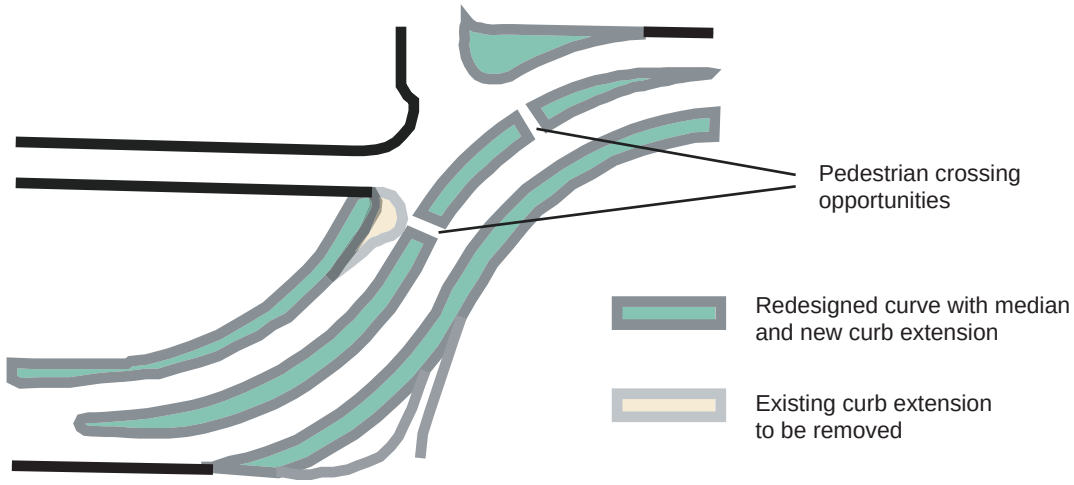
Numerous pedestrian movements increases activity at intersection

No impact to on-street parking. Might need to lengthen left-turn bays on Division if there is new demand for left turns

Left turning vehicles cause delay in both directions along Division St.

Intersection Focus Areas

"The Curve" - 42nd



Exisiting Conditions

Division curves between SE 41st and 43rd, resulting in poor sight distance for drivers as well as pedestrians trying to cross Division

Pedestrian crossing opportunities are limited where demand is high - Richmond School, clinic, shops, restaurants, etc.

Excess right-of-way offers opportunities for green street treatments

Potential Solution

Realign travel lanes and add median with green street treatment and pedestrian crossing opportunities

Add curb extension at northern crossing; modify curb extension at Kalga Kafe

Key Considerations

Reduces size of curb extension at Kalga Kafe

Increases sidewalk width on south side of Division to 12 feet

Removes on-street parking at new curb extension

Reduces crossing distances for pedestrians and allows pedestrians to cross one travel lane at a time

Will restrict some left turn movements from Division and from side streets and driveways to Division

Poor sight distance for both pedestrians and drivers

Existing curb extension would be modified

New curb extension will shorten pedestrian crossing distance

Intersection Focus Areas

50th and Division

Two heavily used bus lines intersect at Divison and 50th

A heavily used north-south route for both cars and trucks

The wide intersection at 50th and Division makes crossings difficult for some pedestrians

Curb extensions shorten the crossing distance for pedestrians while providing the opportunity for an enhanced transit shelter

Existing Conditions

SE 50th is heavily used north-south route between Hawthorne and Powell

Pedestrian crossing distances at 50th are wider then usual due to off-set street design

Two intersecting bus lines

Potential Solution

Add curb extensions at the northwest and southeast corners of the intersection

Key Considerations

Curb extensions reduce pedestrian crossing distances

No loss of on-street parking except for a single space at the SE corner of 50th and Division (south of Division)

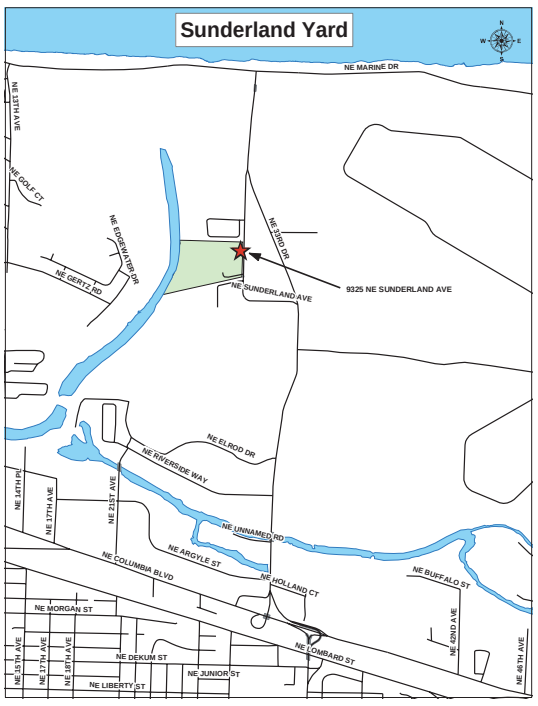
Vehicles turning right from 50th to Division (both directions) will not be able to creep around vehicles going straight; some impact on traffic flow

Opportunity for enhanced transit facilities on new curb extensions

Green Streets

Construction & Maintenance

The City of Portland is dedicated to the reuse and recycling of materials wherever possible. At the Portland Office of Transportation (PDOT) many programs have been developed to support sustainability in both maintenance and construction activities.



Sunderland Recycling Facility Aerial View

Sunderland Yard processes 30,000 to 50,000 cubic yards of recycled materials annually. Recycling activities save the City approximately $2 million per year in tipping fees by removing materials from the landfill waste stream.

Materials recycled at Sunderland Yard include leaves, asphalt, concrete, landslide debris, streetsweeper debris and sanding material used for snow and ice events.

Piles of leaf composting are shown in the aerial photo. Each pile is approximately 12 to 14 feet high, 15 feet wide and 200 to 250 feet long.

Leaf Removal & Composting

This year 27,000 cubic yards of leaves were composted into 8,000 cubic yards of compost. The City has six "leaf depots" around the City that will take leaves for a minimal fee in the fall. During the winter and spring the leaves are composted at the Sunderland Recycling Facility. The finished organic compost is used in City construction projects and is also available for sale to the public.

Citizen dropping off leaves at one of the City's Fall Leaf Depots. Bureau of Maintenance workers haul the leaves to Sunderland Yard for processing. For information on dates and depot locations, call the Leaf Line at 503-823-1784.

Collected leaves being unloaded at the leaf composting site at Sunderland Yard.

During the winter and spring, the leaves are turned, mixed and monitored for temperature and moisture. The end product is a high quality compost that is free of herbicides and pesticides.

Asphalt & Concrete Recycling

City crews remove tons of cement and asphalt each year for street maintenance and repair projects. In the past this material was disposed of in landfills. Now all concrete and asphalt are screened, crushed and recycled. This rock is reused for street repair work and sewer trench backfill.

Broken concrete and aphalt are brought to the Maintenance Bureau's recycling facility, where it broken down into smaller pieces before being taken to the impact crusher.

The rock crushing facility has been in operation for 11 years and crushes about 600 tons of concrete and asphalt a month.

The rock crusher produces an aggregate base material that is reused in City construction projects. The rest is for sale to the public for use in driveways, pathways and as fill material.

Wind Turbine

A wind turbine at the Sunderland Recycling Facility powers the office building with excess power going to the grid.

Solar-Powered Sewer Investigation Van

The Bureau of Maintenance has five environmental emergency investigative vans, one of which is equipped with solar-power. Although it runs on gas, once on-site it is 100% solar powered and powers all onboard equipment, such as robotic cameras for sewer line investigation, computers, monitors, printers, VCR and all vehicle electrical systems. At the end of the day it is plugged into an electrical outlet to recharge.

Street Sweeping & Sweeper Debris Separation

Five days and six nights a week, the City sweeps arterial and residential streets, and the streets and sidewalks on the Transit and Light Rail malls in downtown Portland. Sweeper debris is then screened to separate trash from the sand and dirt and organic debris is collected and sent to the composting facility. About 4,200 cubic yards of screened street sweeping debris is diverted for composting each year. The City also saves money by avoiding landfill dumping fees.

Snow/Ice Sand Screening & Washing

In Portland sand is applied to roads during snow and ice storms. The quanity of sand used during a single winter storm can exceed 1,000 cubic yards. City crews collect the sand after a storm and it goes through a screening and washing separation process. Clean gravel and sand are the result, which are used in construction and maintenance work. The recycling operation reclaims about 95% of the sand material placed in curbed areas.

Erosion Control

The City of Portland has developed erosion control measures when doing any ground-disturbing activities to reduce sediment run-off from entering streams, where it negatively impacts water quality and fish habitats. Various techniques such as applying mulch, installing straw waddles, and using bio-bags prevent sediment from leaving a work site.

Blended soil misture made at Sunderland Yard being applied as backfill after curb repair work is complete.

Green Streets Stormwater Management

Traditional stormwater management emphasizes putting runoff in a pipe to dispose of it. It's an out of sight, out of mind approach that doesn't take into account the fact that stormwater can be an asset when appropriately integrated into building site and design.

The City of Portland is working with private property owners, architects, engineers and developers to explore methods of onsite surface stormwater management. The City is also developing its own projects on city streets to test solutions for managing stormwater in the public right-of-way. Some of the tools and techniques being used are shown below.

Landscape Systems

Landscape systems are swales, planters or other vegetated areas that filter, detain or infiltrate stormwater. Monitoring will determine the effectiveness, cost and maintenance needs of the technologies.

BEFORE: NE Siskiyou Street between 35th Place and 36th Avenue handled stormwater through a traditional piped system.

AFTER: Landscaped stormwater curb extensions reduce the amount of stormwater that flows off Siskiyou Street into the combined sewer system. Stormwater flows into the landscaped areas through breaks in the curb and soaks into the ground. The curb extensions are landscaped with plants that help filter pollutants.

At New Seasons Market on SE Division Street, six-foot wide landscaped stormwater planters take the place of a traditional planting strip.

The New Seasons planters during a rain storm. Once vegetation becomes established, the design will remove about 1 million gallons of stormwater runoff from the combined sewer system each year.

At the Hollywood Library, parking lot runoff enters the landscape swale at breaks in the wheel stops. The swale also meets parking lot landscaping requirements.

The Glencoe Elementary Rain Garden was built to address basement flooding and sewer backups from almost an acre of street and parking lot runoff. Building this project avoided expensive sewer reconstruction.

Porous Pavements

Porous pavements replace impervious surfaces and allow stormwater to soak into the ground. There are many types of porous pavement on the market today, including special asphalt, paving stones, brick, and manufactured products of concrete, plastic and gravel. These materials are used for walkways, driveways, parking lots and some portions of streets.

The City of Portland paved about 1,000 feet of street surface in Westmoreland with interlocking concrete blocks. They look like brick but are actually high-strength concrete.

Porous concrete installation at NE 94th and Broadway. Additional porous concrete projects are planned to practice installation techniques, monitor their effectiveness and identify maintenance needs.

On SE 21st Avenue at Rex Street, permeable pavement allows water to go through the street surface and into the ground. It is the first use of this type of permeable paving material on a public street in Portland, although similar materials are used locally in parking lots and private driveways.

Vegetated Roof Systems

Ecoroofs replace conventional roofing with a living, breathing vegetated roof system. An ecoroof consists of a layer of foliage over a growing medium on top of a synthetic, waterproof membrane.

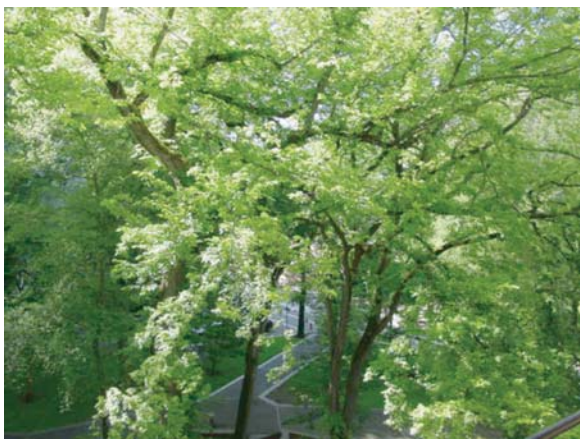
At People's Co-op, an ecoroof was an integral part of the expansion. More developers and business owners around the world are designing, building, and managing their properties in a way that reduce negative impacts to air, water, and the earth.

Downspout Disconnection

At New Seasons, stormwater runoff from the rooftop drops into a series of inter-connected stormwater swales around the site.

Street Trees

Trees and vegetation intercept rain, slowing and reducing stormwater runoff. The resulting runoof requires less treatment and minimizes downstream impacts. Trees also absorb and filter pollutants from soil, air and water, provide shade, and cool air and water.



Large canopy trees provide significant environmental benefits in urban environments.

Research studies suggest that consumers enjoy having trees in retail shopping districts. Careful pruning can be used to thin and open up a tree canopy. This permits more visibility of signs and storefronts.

Mature trees add value to neighborhoods. Studies indicate that people may pay as much as 20% more for a home landscaped with mature trees.

Conifers and broadleaf evergreens provide the benefit of foliage year-round. In the winter months they continue to capture rainfall on their branches and provide stormwater benefits.

Green Streets

Sustainable Infrastructure

Developing infrastructure that is sustainable means thinking differently about how we build, what we build and whether we build at all. The City's goal is to encourage opportunities for greener ways of doing business.

Sustainable infrastructure means designing and maintaining buildings and streets to conserve resources over the life of the project. It means testing new materials and practices that have less impact on the environment, yet are effective. It means making informed decisions about the costs of construction, maintenance and eventual reconstruction.

Portland's Sustainable Transportation System

Portland's transportation system is a model of sustainability. Our efforts to manage a transportation system that provides access and mobility for all modes and that plays a role in the livability and economic vitality of our city and region has put Portland in the national and international spotlight.

Recent Focus on Sustainable Infrastructure

At the City of Portland, we value design, construction and maintenance practices that protect the environment, make our neighborhoods great places for people, and make the best use of our limited financial resources.

Portland's Green Building Policy, adopted in 2001, directed the City's infrastructure bureaus to examine the design, construction, operation, maintenance and retirement of public infrastructure for opportunities for sustainability.

At the Bureau of Maintenance (BOM), numerous practices are already in place to protect the environment, keep workers healthy and save money. BOM's Environmental Section encourages sustainability and provides research support and information to identify solutions with PDOT managers and field crews.

BES and PDOT are working collaboratively in developing sustainable stormwater projects in the right-of-way and a number of projects have been implemented through pilot projects and private development.

In addition, PDOT is developing a Life Cycle Cost Analysis model to help make decisions about how we design, build and maintain the public right-of-way.

What's next for Portland?

The City continues to hear support and enthusiasm for projects that meet basic infrastructure needs *and* address sustainable principles.

The City is working to raise the visibility, understanding and relevance of sustainability throughout City infrastructure bureaus and within the community.

The infrastructrue bureaus need to test projects to see if they are *truly* sustainable to develop into viable options the future.

The Case for Green Streets

Portland receives an average of 37 inches of rainfall annually. That creates about 10 billion gallons of stormwater runoff per year that washes over streets, parking lots, buildings and other hard surfaces. The runoff is carrying pollutants, such as oil, pesticides, metals, chemicals and soils, to rivers and streams. The volume and speed of the runoff can cause flooding and erosion, destroy natural habitat and contribute to combined sewer overflows (CSOs).

Combined sewer overflows, or CSOs , occur nearly every time it rains in Portland. Combined sewers carry sewage from homes and businesses as well as stormwater runoff from streets and buildings when it rains. During a CSO, stormwater quickly fills the combined sewers and they overflow, carrying bacteria from untreated sewage and pollutants in the stormwater to the Willamette River. The combined sewer system serves about half of Portland's neighborhoods, most of them built before the 1960s.

Portland's Stormwater Program is in response to both federal Clean Water Act regulations and the City's desire to protect and enhance its valuable water resources. Portland began its efforts to reduce CSOs in 1991. Projects completed so far have stopped CSOs to the Columbia Slough and have controlled or eliminated eight Willamette River CSO outfalls. CSOs to the Willamette River will be reduced by 94% when Environmental Services finishes its projects in 2011. The total cost to Portland sewer ratepayers for the 20-year program will be about $1.4-billion.

Portland is building sustainable street projects around the city to reduce the negative impacts of stormwater runoff. Green streets mimic natural conditions by managing runoff on the surface and at its source. Using green streets reduces the quantity and improves the quality of stormwater flowing from streets to Portland's rivers and streams.

Green Street Program Goals

The Green Streets program is a joint effort of the Bureau of Environmental Services (BES) and the Portland Office of Transportation (PDOT). The program has the following goals:

1) Develop sustainable techniques to manage stormwater from streets

2) Increase the livability of streets

3) Educate designers and general public

4) Raise the level of communication and coordination between City bureaus

Who's Building Green Streets?

In Portland, green streets are being built through both public and private projects.

The City of Portland is building green streets through capital improvement projects and pilot projects. In addition to Division Street, major street improvement projects that will incorporate green street improvements include

- New Columbia / Hope VI (construction underway)
- Lents III Local Improvement District (2005 construction)
- Sandy Boulevard Resurfacing and Streetscape (2006 construction)
- SW Texas Local Improvement District (2006 construction)

Private developers are also building green street improvements to fulfill building permits and meet requirements of the City's Stormwater Management Manual.

Public Involvement

The City's Stormwater Advisory Committee is a volunteer citizen advisory group that meets regularly to provide technical and expert advice to the City through stormwater-related policy recommendations. On specific projects, neighborhood residents and citizen advisory committees provide input and feedback on green streets during planning, design and implementation.

Flow testing at the landscaped stormwater curb extension on NE Siskiyou Street measures the amount of infiltration and monitors water quality.

Planter swales at Seven Corners New Seasons Market capture rainwater from Division Street and allow it to percolate into the ground. The swales were funded by the Bureau of Environmental Services and incorporated into the sidewalk reconstruction required by the building permit.

What's next for Division Street?

In fall 2005, planning continues, as federal transportation funds become available for the Division Streetscape and Reconstruction Project. The planning process will include identifying green street improvements between SE 6th Ave and SE 60th Ave. Public involvement will continue and the Community Working Group will continue to provide input and make recommendations for implementation.

Phase 1 construction of the Division Streetscape and Reconstruction Project will begin as early as 2007. Funds are available for work between SE 6th Ave and SE 39th Ave. Later phases of design and construction along Division Street will occur as funds become available.

Come hear the proposed plan for Division Street

After a year of work and public process, City staff and community members are ready to present a proposal for changes to the Division corridor.

Come to the final community workshop to learn about and discuss the draft plan. Weigh in on proposed:

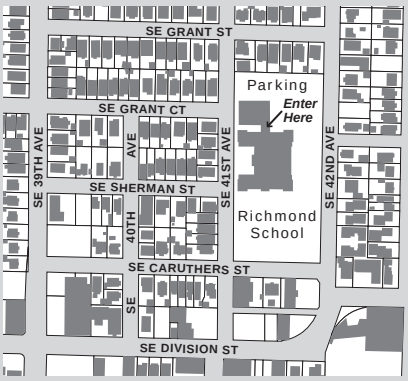
- Zoning
- Traffic signalization
- Pedestrian improvements
- Vehicle lane configurations
- Parking changes
- Bus stop locations

Division Street Community Workshop

Saturday, June 18th
9:00 a.m.–12:00 p.m.

Richmond Elementary
School Cafeteria
2276 SE 41st Avenue

- Enter at northeast corner of building off parking lot
- TriMet lines 4 and 75
- Light refreshments will be provided



You're Invited!

9:00 a.m. Open House
- Browse informational material related to the project

9:30 a.m. Workshop
- Hear about the draft plan and the changes being proposed for the Division corridor
- Discuss and provide feedback in small groups

11:30 a.m. Open House

Contact Us

Division Green Street/Main Street Project
1900 SW 4th Avenue, Suite 4100
Portland, OR 97201

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Email: jsugnet@ci.portland.or.us
Web: www.portlandonline.com/planning

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Upcoming events

Summer 2005	Planning Commission and City Council hearings on draft plan
2007 / 2008	Phase 1 construction of Division Streetscape and Reconstruction Project (SE 6th to 39th).
2009 +	Later phases of design and construction along Division Street as funds become available.

What is the Division Green Street / Main Street Project?

The Division Green Street / Main Street planning process is a collaborative effort between the City of Portland and the community to improve the livability and economic vitality of Division Street between SE 11th and SE 60th Avenues over the next 20 years. The project will develop policies and strategies to create a pedestrian-friendly commercial district that reflects community values, including sustainable and "green" development.

In fall 2005, the planning process continues, as $2.5 million of federal transportation funds become available for the Division Streetscape and Reconstruction Project. The planning process will identify and prioritize transportation, paving, green street and streetscape improvements between SE 6th Ave and SE 60th Ave. Phase 1 of construction between SE 6th Ave and SE 39th Ave will take place in 2007/2008. Later phases of design and construction will occur along Division Street as funds become available.

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Bureau of Planning
1900 SW 4th Ave., Suite 4100
Portland, OR 97201

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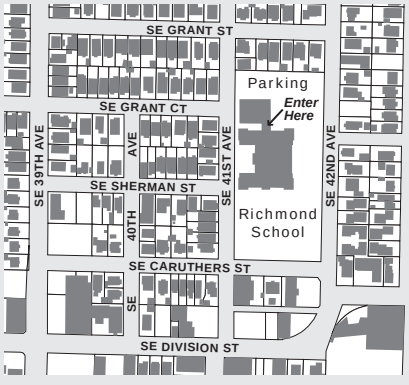

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Division Green Street Main Street Project

Public Comment Report Summary

Community Workshop 3

June 18, 2005

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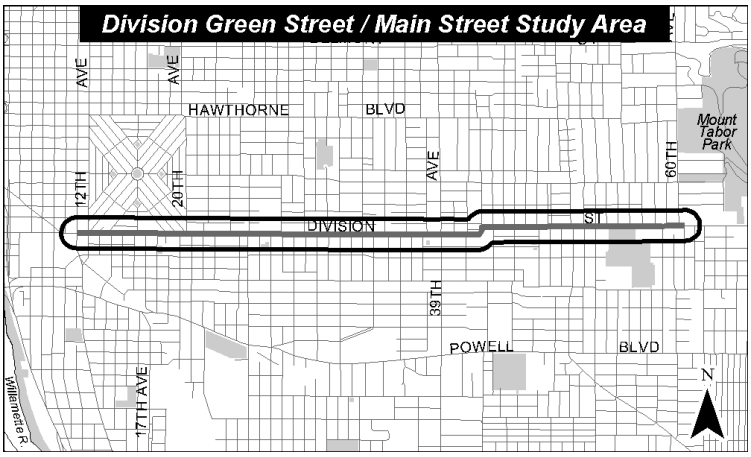
Division Green Street / Main Street Project Background

The Division Green Street/Main Street Project is a collaborative effort between the City of Portland and the community to improve the livability and economic vitality of the SE Division Street corridor over the next 20 years. Focusing on the area between SE 11th and SE 60th, the project will develop policies and strategies to create a pedestrian-friendly commercial district that reflects and reinforces community values, including a focus on sustainable and "green" development. Project considerations include:

- Improving access to transit
- Improving safety for pedestrians, bicyclists, and drivers
- Improving traffic signalization
- Examining alternative vehicle lane and on-street parking configurations
- Examining innovative rainwater management techniques
- Examining land use patterns in relation to existing zoning
- Proposing zoning changes consistent with project goals (zoning changes are not anticipated to result in major changes in development density)
- Examining "green" building techniques

A State of Oregon Department of Transportation (ODOT) Transportation and Growth Management (TGM) grant is helping to fund the project. The project may result in changes to the City zoning code and comprehensive plan along Division Street. The plan will also guide the Division Streetscape and Reconstruction Project, which will repave the street and build streetscape improvements on Division Street between SE 6th Avenue and SE 39th Avenue. The street repaving and construction is funded with $2.5 million of federal transportation funds and is scheduled for 2007.



For more information

Contact Jay Sugnet at the City of Portland Bureau of Planning:

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Introduction

The third community workshop for the Division Green Street / Main Street project was held at the Richmond Elementary School cafeteria on June 18th, 2005, from 9:00 a.m. to 12:00 p.m. The purpose of the event was to present the draft plan for the corridor and to gather feedback on the revised transportation alternatives, the rezoning proposal, and the implementation strategies.

Over 2,500 fliers announcing the workshop were mailed to the Division Green Street / Main Street project list as well as to all property owners whose property is within 500 feet of Division or fronts Clinton Street between SE 11th and SE 60th Avenues. In addition, area businesses advertised the event by hanging posters in their windows, and there were articles in the *Portland Tribune* and the *SE Examiner*. The workshop attracted a crowd of almost 120 people.

This report contains a summary of the public comments received during the June 18th community workshop. The appendix contains the full text of the comments received. This report, the appendix, and all the June 18th workshop materials are available online. Visit www.portlandonline.com/planning, go to Programs, then click on the Division Green Street / Main Street project logo.

Workshop Summary

The workshop began and ended with a 30-minute open house during which participants could talk to staff and peruse posters showing information related to the project, including the project goals and objectives, the project timeline, the Division Concept Plan, the rezoning proposal, the transportation alternatives, and a detailed map showing proposed transportation changes, such as the locations of new curb extensions.

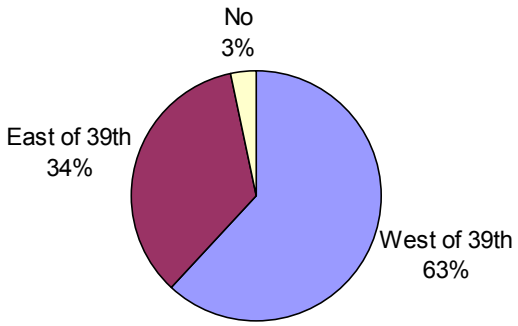
Community Working Group members Jean Baker and Charles Kingsley opened the workshop with an introduction and comments on the process. Project manager Jay Sugnet from the Bureau of Planning summarized the project background and timeline. Senior transportation planner Jeanne Harrison from the Office of Transportation presented the revised transportation alternatives. Arianne Sperry from the Bureau of Planning explained the rezoning proposal and the importance of implementation strategies, which are specific actions for the community to take in order to implement the plan and make the vision become reality.

After the presentations, the floor was opened for questions, and then about 80 people participated in small group discussions. The small group discussions were designed to elicit feedback on the rezoning proposal, to generate ideas for implementation strategies, and to provide a glimpse into the community sentiment surrounding the revised transportation alternatives. Participants were given four round stickers to vote with, one for each of the four transportation alternatives. They were asked to place a dot to indicate whether they *loved* the transportation alternative, *could live with it*, or *hated* it. At the end of the workshop, the results of this simple voting exercise were tallied and announced.

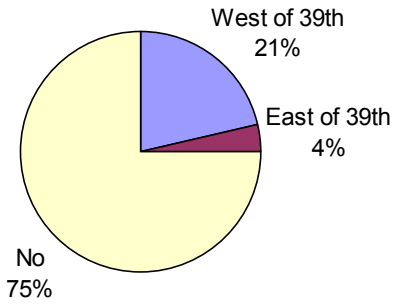
Profile of the Participants

The evaluation form contained a section that asked the participants to provide some demographic information. Compiling this data reveals that although most participants hailed from the west end of the corridor, there was strong attendance from the east end of the street. One quarter of the workshop participants could speak for the business interests along Division. Though most age groups were well-represented, no one younger than 25 turned in an evaluation form. Finally, participants indicated that they interact with the street using a range of transportation modes.

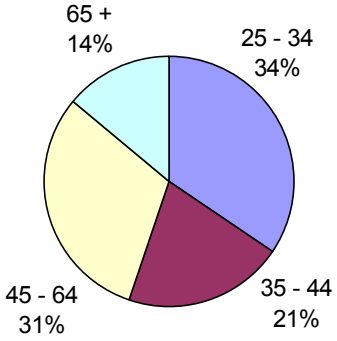
Do you live near Division?



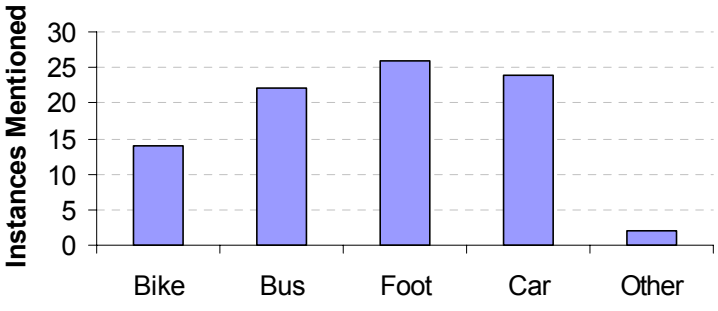
Do you work near Division?



Age of Participants



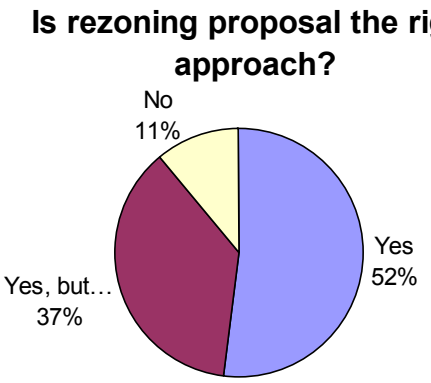
Modes of Travel Used



Summary of Comments Received

This section contains a summary of all the comments received, through the small group exercise notes, evaluation forms, and sticky notes on posters.

Rezoning Proposal



Far and away the majority of respondents—almost 90 percent—expressed support for the rezoning proposal. Almost everyone favored the idea of encouraging storefront mixed-use development along Division. People liked the idea of having goods and services near residential uses. However, a significant minority of respondents—almost 40 percent—also expressed some reservations about the effects of the proposal. The most common concern was that the 45-foot height limits of the Storefront Commercial and Mixed Use Commercial zones would be too high for the street. Another concern was that the rezoning would encourage redevelopment of the single-family houses on the street. Some respondents felt that the single-family houses were an important part of the street's character, and should be preserved. Other reservations included concerns that the proposal would encourage additional traffic and parking on neighborhood streets and that the non-conforming uses appear to be driving zoning changes in the residential areas.

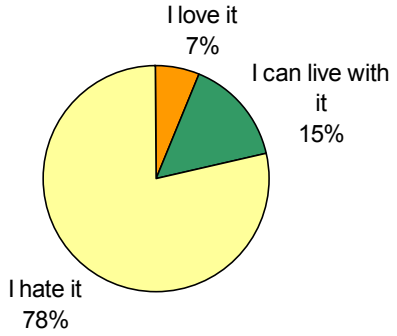
Implementation Strategies

Workshop participants re-stated their enthusiasm for encouraging sustainable building and green infrastructure concepts along the street, including innovative stormwater treatment techniques, such as eco-roofs, bioswales, and pervious paving options. In a similar vein, many expressed their support for renovating and reusing existing buildings and preserving historic structures and houses along the street. Integrating the schools into the community, encouraging intergenerational connection, and using the schools as community resources were other actions that were frequently mentioned as desirable. Another action that was emphasized as important to many community members was creating community gathering spaces. People want to encourage the development of plazas and other places to sit. Participants also expressed interest in finding ways to bring more art to the street, perhaps through an art walk or an installment program in the commercial nodes. Finally, forging a unique identity for the street as a whole, and particularly 7 Corners, through items such as special lighting and art, was another important action identified by the community.

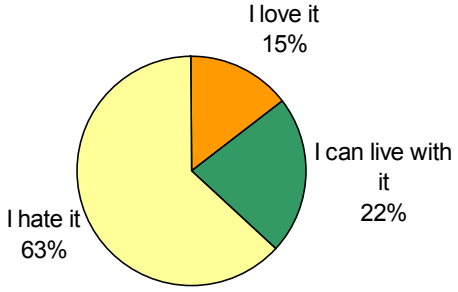
Transportation Alternatives

The transportation alternatives included two options for the corridor and two options for improvements to 7 Corners. The options for 7 Corners included a roundabout and a package of enhancements to make the intersection more comfortable for pedestrians. The options for the corridor concern the lane configuration on the western section of the street. Currently Division has "part-time travel lanes" between SE 11th and SE 28th Place. They are used as travel lanes for two hours during the peak period in the peak direction to provide extra capacity, but the other 22 hours they are available for parking. The corridor options offer two different outcomes for those lanes. The first corridor option was Alternative 2A, which would remove the part-time travel lanes and reinstate full-time parking to the street between SE 11th and SE 28th Place. The second corridor option was Alternative 4, which was created as a compromise between current conditions and removing the part-time lanes entirely. Alternative 4 reinstates full-time parking between SE 13th/14th and SE 18th Avenues, but retains the part-time travel lanes from SE 11th to SE 13th Avenues and between SE 18th and SE 28th Place.

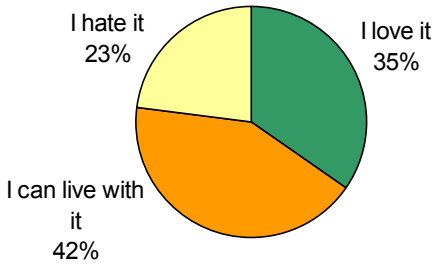
Alternative 2A with roundabout



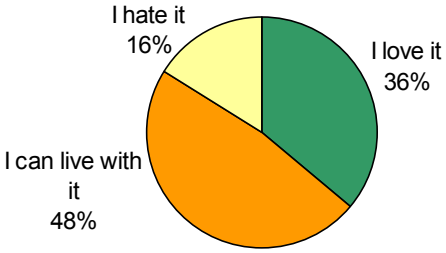
Alternative 4 with roundabout



Alternative 2A with 7 Corners Enhancement Package



Alternative 4 with 7 Corners Enhancement Package



The results from the voting exercise indicate the majority of workshop participants prefer the package of pedestrian enhancements for 7 Corners over the roundabout. Participants voiced concerns that the roundabout would not be friendly to pedestrians because no signals would stop the traffic for them, and that it would inconvenience bicyclists and buses due to the fact that the roundabout would not allow them to follow their current northbound routes from 21st to Ladd.

The vote was split on the corridor alternatives, although slightly more people voted for Alternative 4. Many people were concerned about the

congestion that was estimated to result from removing the part-time travel lanes entirely, and the corresponding diversion onto nearby parallel neighborhood streets, such as Clinton. Those who use Clinton as a bicycle boulevard felt strongly that any action that increases traffic on Clinton should be avoided. However, the community members who voted for Alternative 2A indicated that they felt full-time parking along the full-length of Division would be better for businesses and would make the street more pleasant for pedestrians, which would create a more successful main street environment. Many participants felt the part-time travel lanes are unsafe, confusing, and chaotic, and must be removed in order for pedestrians to feel comfortable walking on Division. Removing the part-time travel lanes also provides space to put in more curb extensions.

The results from the voting exercise at the workshop were interesting because, while they confirmed the opinion of the community working group and the technical advisory group regarding the roundabout, they revealed a different sentiment with regard to the corridor options. Informal votes were held at the community working group and technical advisory group meetings in early June before the workshop, and in both groups, the majority vote went for Alternative 2A with the 7 Corners Enhancement Package. Only two members of the community working group (18 percent) and three members of the technical advisory group (33 percent) voted for Alternative 4. There were three votes of support for the roundabout from the community working group (27 percent), while no one in the technical advisory group supported the roundabout.

General Open House Comments

Participants liked the fact that there was so much information available—in the form of posters and maps, presentations, and staff on hand to answer questions. Respondents found the presentations to be clear, and felt the presenters made the complex issues in the alternatives understandable. Community members praised the visual displays and the quality of the facilitation during the small group exercise. They also appreciated the opportunity to weigh in, the open discussion, and the City's commitment to public process. However, many participants felt there was not sufficient time to digest all the material and have meaningful discussion of the issues.

June 18th Community Workshop Appendix

Compilation of Comments Received

Do you live on or near Division Street?

West	East	No
18	10	1

Do you work on or near Division Street?

West	East	No
6	1	21

Please describe your age:

25 – 34	35 – 44	45 – 64	65+
10	6	9	4

How do you travel along Division Street?

Bike	Bus	Foot	Car	Other_____
14	19	24	24	1 rollerblade, 1 motorcycle

Rezoning Proposal

Do you believe that the rezoning proposal is the right approach for implementing the vision for the Division corridor? Why? If not, why not?

- Yes, nice blend of residential/business. I like mixed use more of a storefront approach.
- Yes. It is important to allow services to exist in the neighborhoods. We should have the option of walking to the grocery store or to whatever other business is appropriate in a local neighborhood.
- Yes, I think the street needs more stores that use the property to its best
- Yes, the zoning proposal makes sense
- The zoning for storefront commercial seems good—it encourages the kind of local business that's been successful. I'm concerned about higher density residential zoning destroying the single family houses on Division that are important parts of the street's character.
- Yes, because the proposal got rid of the General Commercial zoning
- Sounds reasonable. I'm in favor of the streetfront commercial but worried a bit about severe height differences in buildings. Mixed use is a great idea as well. I'd like to see more of this.

- I would like to see more single family residential use for the neighborhood—and Division street resources for the single family neighborhood support—parks, health resources, child care and education not just café and business storefront should be promoted.
- For sites like Stumptown Coffee which appear to be successful community-patronized businesses I'm happy to see zoning updates reflect current actual use. I would not like to lose the gas station at 39th, though I don't see a need for too many new gas stations to come in. I would be particularly sad to see rezoning (or current zoning) cause the demolition of beautiful properties such as the bungalows near 34th and 35thy or the house at 26th to make way for higher density properties. "Progress" should not be done at the expense of existing, functioning beauty.
- Yes—good long-term encouragement for planned/appropriate growth through more density. Keeps basic character, "real" shops and services as opposed to strip malls or boutiques.
- I do, Division needs more zoning flexibility to encourage more appropriate development.
- More live-work opportunities—affordable—allow for more intense development. Now is the time to get the zoning right for the future development that needs to happen on our main street. If we don't want to continue expanding the UGB. It is also very expensive to rezone if you want to develop higher density residential and mixed use. This makes it difficult (expensive) for community developers and affordable housing developers to implement the community's vision. I would like to see flexible zoning that allows for higher density 3-5 stories along the entire length of Division.
- Yes. But 39th and Division is a good place for a gas station. We need a gas station.
- Yes! Encouraging more housing along Division and more pedestrian friendly commercial areas will increase the potential of alternative transportation on Division.
- The rezoning is mostly reasonable, but don't like CM or CS for houses! Keep the current housing structures. Nothing greater than 3 stories; keep single family housing.
- Yes, but still leave residential pockets, such as south side 45th to 47th.
- I love mixed use—it allows inexpensive dense housing and great economic opportunities—I'd favor more CM and less CS.
- Grandfathering is a good plan for existing businesses…it seems fair. Besides property values aren't going to encourage warehouses….
- Yes—creating nodes of commercial with residential-only in between is the way to keep a good mix of uses that support each other.
- Want to preserve existing housing stock (single-family housing) on the street. It helps give the street character. Don't want to see ugly development like Dosha Salon on Hawthorne. Don't want too much large-scale development. 45 feet is WAY too tall for Division.
- Would help facilitate positive development that supports the vision.
- Changing to CS from CN will create the need for more on street parking. Full time parking on Division seems more appropriate to CS zone.

- Concerned about building height. We live one block off Division and would not want to have a "super" tall building directly behind us.
- Mix of available affordable places that incorporate small business, low cost housing balance of services, residential, local flair. Community strength in accomplishing tasks
- No. It will increase traffic and decrease parking on neighborhood streets.
- Yes
- Yes! Division Street has changed and evolved since zoning laws went into effect—they need to change to "catch up" with the current situation.
- Need flexible, more mixed-use zoning to allow for future development
- More low-cost housing
- Encouraging density is positive
- Will the node idea create vibrancy/main street culture? Or will there be dead zones in between?
- Approve changes: facilitates positive development in line with comp plan
- Zoning concern: Division between 43rd/45th/46th non-conforming should not be driver of zoning changes
- Higher density/more height OK
- Keep gas station in neighborhood (CG)
- Property zoning will support small scale development
- Fair approach
- Overall positive
- Infill concerns: consistent vision?
- Will mixed-use spread into residential areas?
- Non-conforming uses
- Consistent with R1000
- Will zoning impact liquor licenses? (Other nuisances/potential conflicts?)
- Impacts on areas off of Division
- Don't want to see existing houses on street go away like Clay Rabbit. Don't want rezoning to encourage redevelopment of houses on Division. Think old houses are important part of character on Division.
- Like getting rid of CG
- Concerned about height limits. Don't want buildings to get taller.

Comments on Sticky Notes on Rezoning Proposal Maps

- Why is zoning package all upzoning? Why not more balance?
- Don't want buildings that are too tall. No "corridor" effect. Keep a more open feel to Division.
- 37th (Caruthers) This commercial spike into the residential zone is inappropriate, especially considering its use (a machine shop).
- Improve the residential feel of 43rd between Ivon and Windsor Ct. Put housing on parking lot site.
- Keep the SE portion of the Cascadia site R2.5.
- Add back the crosswalk near Stumptown!
- We need more mixed housing options so young families can stay in the neighborhood.

- Existing development on south side of Division between 50th and 52nd appears to be higher density than R2. Should this be changed to R1 to reflect reality and allow more of same at SW corner of 52nd and Division?
- I would like to see more 2,500 and 5,000 residential supported, not rezoning to MD 2,000 or 1,000. This is not an acceptable vision for a neighborhood planning philosophy.

Implementation Strategies

Please tell us any implementation strategies you believe are an important step towards achieving the community's goals for Division Street.

- Communal areas, art, more green. Yes!
- Changing zoning on the nodes first is appropriate.
- Create street friendly environment that feels safe and inviting. A place to be day and night.
- I like the move towards green stormwater management. I prefer renovating/reusing buildings on Division to the tear it down and start over style of development.
- 1. Improving intersection sight distance at SE Division Street / SE 31st Avenues. Recommend removing several on-street parking spaces. This should also improve pedestrian crossing safety by enhancing stopping sight distance for cars on Division. 2. No on-street parking from SE 11th Avenue to SE 13th Avenue. This will improve vehicle operations as well as safety for bicyclists. 3. Need to see roundabout operational analysis. 4. No plan to reduce traffic on Clinton Street. People currently use Clinton Street as a bypass from Division and Powell from 12th Avenue to 39th Avenue.
- Keep residential use in neighborhood, especially the single family residential with support—also the mixed use-multi family housing above storefront should somehow be reflective of the building style of the community.
- My favorites from the draft: Clean and Green #3—incorporate stormwater into street design, Healthy Community—Create…safe #3 work with PDOT, lighting for safety, Making a Place #2—schools as community resources. *Tri-Met should install more actual shelters at stops before we move on to adding art to existing shelters.* Making a place—historic assets--#1 (!) encourage reuse, #2 maintain residential character, #5 & #6 (less high priority) remove billboards, Japanese rain garden.
- More emphasis on community-gathering spaces near business nodes
- Getting good political and citizen support the whole way through!
- Outreach to schools, bridging age groups….Prioritizing will be very difficult. I love all of the ideas but we only have 2.5 million and the community needs to work together to PRIORITIZE. Connecting education, art and water will make for a very creative process and product. Let's keep pushing to be more creative!

- Making places together, increasing support for Street Fair, creating more events, stronger community connection to schools
- Encouraging green building strategies and green stormwater treatment on Division will emphasize its image as a green street. There are many lots on Division with the potential for redevelopment. Let's encourage development in a sustainable way.
- How is BES going to deal with standing water in bioswales and West Nile virus carrying mosquitoes? Aren't bioswales breeding grounds? Areas on the west end of this project were built over swamps.
- The less heavy construction, the better, the curb extension (7 Corners) and road enhancement at 42nd are both reasonable and shouldn't impede traffic for too long
- Definitely involve all schools in implementation—good opportunity for schools to have ownership in outcomes, it's an educational process as well.
- I like the green street plans, especially as New Seasons has it.
- Planting focused around nodes. Places that make it easy to sit and feel safe and comfortable. Scooters between nodes! Vines over street on poles and wires=> Growth. Leverage resources. Prioritize what gets implemented. Partnerships of resources. Education corridor. Bridging gap of age brackets. Communication. Access of street to kids. Fences turned to passageways (safe). Art and nature cost effective.
- It's absurd that a plan would be proposed that would knowingly divert traffic from Division to Clinton, which is a local service street.
- Connect with Village Building Convergence and Mark Lakeman—He's an incredible Portland resource for promoting community planning.
- prioritizing actions: implement most important things first
- Need to be creative in funding, collaborate with private sector/NGOs
- Involve schools! Give kids/educators ownership
- Get all ages involved (young and old work together
- Community involved in implementation/creating and building
- Involve artists to create broader vision and make it reality
- preserve historic buildings
- Restore storefronts to historic character
- Boycott national changes/support local
- Ongoing work teams, community works to improve business street/storefronts/cleanup/restoration
- Include design standards for redevelopment and new development
- Ability to revisit after implementation in order to make mid-course changes
- Green good!
- Divided: swales oppose and approve
- Create place/village feel at 7 Corners
- 1a: Art
- 1b: Partner with VBC
- 1: Focus on green building/infrastructure
- More communal gathering spaces
- More events eg street fair

- 2: Variety of housing/all stages of life
- Bike parking (covered)
- 3: Encourage Division as bike destination (not route) biking/pedestrian safety
- 4: Greater connection/use of school sites
- Shared economy: concern about remove pro-time lane
- Clean/green:
  - Park deficient-need green space
  - Pedestrian plazas where possible (at commercial nodes esp) (eg, curve, 19th ROW)
  - Buy property at 30th and Division? (City)
  - More interpretive info. At green innovation sites (signs, etc) more info available…
- Healthy Community:
  - Problem—6 OLC licenses in one block (26th and Clinton) negative impacts
  - Don't create barhopping niche—impacts
- Making Place
  - Create sense of identity
  - Mark intersections
  - Streetlighting standards (decorative strategically places at nodes)
  - Banners
  - Alberta-good job—sculptures march garbage cans
- Concern about homogeneity of design
  - Loss of character
  - Maintain community involvement through design process
- Need for more community spaces/places
  - Seating, benches, trees, art, food: encourages people to stay around
- Make transit stops appealing
- Raise some pedestrian crossings
- Offer Tri-Met tickets with purchase of products from businesses to encourage transit use.
- Many issue surrounding movement
- More traffic/more people attractors
- Stop and Stay Stopped questions
- Encouraging renovation good
- Clay Rabbit site: redevelopment concerns
- Art idea: liked. Art Walk?

Transportation Alternatives

Given everything you have learned about the transportation alternatives and your goals for Division Street and the neighborhood, which transportation alternative do you like the best? Do you have any specific concerns about the transportation alternatives?

- This is very complex—my inclination is to keep traffic flowing on Division to prevent overspill—encourage walking with storefront. Neighborhood

bike rides as a way to increase communal activity and encourage biking in community.

- For 7 Corners, I like the choice (#4) that allows traffic in four lanes, but makes pedestrian signaling more friendly. The roundabout does have possibilities and would be acceptable if it is done correctly.
- Adding more green space and other extensions to naturally slow the car traffic down, to cut down on noise and smog.
- I prefer the 7 Corners enhancement package over the roundabout. As a biker to work down Clinton, on 21st, then through Ladd, the roundabout is a significant problem based on my understanding of what bikers north on 21st will face. I prefer alternative 4 to alternative 2a so that Division buses continue to move at a decent clip.
- I prefer #4—I think the two lane with curb extensions model doesn't do as much to improve pedestrian access and safety as fixing specific bad problems with traffic signals does. The biggest concern I have with traffic patterns is the difficulty Tri-Met has keeping punctual bus service. I use the bus and am much more likely to enjoy Division if the bus service is better.
- 1. Eliminate on-street parking from SE 20th to SE 22nd Avenue. The on-street parking causes too many safety and operation issues. Design the SE 20th Avenue and SE 21st Avenue with the following lane configurations (There are two drawings. The first drawing shows two horizontal parallel arrows pointing to the right. The top one has an arrow extending from its center upwards. This is labeled Division EB 20th. The second drawing has two horizontal parallel arrows pointing to the left. The top one has a short line extending up from its center. The bottom one has an arrow extending downwards from its center. This drawing is labeled Division WB 21st. There is a note that left-turn movements should operate permissively.). 2. Support placing a separator on Division restricting the south leg of 20th Avenue.
- 4. I love the idea of 2A, but I am worried by two things: 1) Traffic to parallel streets. I'd rather have Division a bit busier than make Clinton and Lincoln less bikeable. 2) Left turns into neighborhood, this seems like a big problem for 2A!
- I think removing the stoplights at the 20-21st and Division intersection and putting a roundabout without addressing the needs of cyclists and pedestrians with approaching stoplights to control traffic is wrongminded. The roundabout could be a good use if the control lights were feeding traffic with pedestrian and cyclist needs met.
- Adjustments to the curve at 42nd need to accommodate bus movement (one guy was adamant that the curve should be sharp for traffic calming. I don't think he's seen how buses already struggle through that curve.). I do NOT support a traffic circle at Seven Corners. I expect adjacent streets would likely prefer increased parking overflow rather than increased through-traffic overflow, so keeping part-time lanes (rather than moving to full time parking on Division) is preferable.
- Would prefer de-emphasis on auto travel as possible.

- 2A. The protime lanes are dangerous. We need more parking and pedestrian crossings. We need SLOWER traffic. Congestion can be healthy. We need more opportunities for art and water.
- Avoid increasing congestion
- Like the 20th/21st Street enhancements. No roundabout—Tri-Met needs Division Street, not rerouted. Don't forget fire/ambulance/police/freight. Option B for 52nd -60th.
- 4a is good compromise, but do NOT do roundabout. Bad for pedestrians, despite auto-oriented "traffic engineer's" assurances. Talk to the blind community.
- Whatever happens, please preserve the bike route from Clinton to Ladd—it's the major corridor for SE Portland to downtown and NE (inner). If SE 21st is right-turn only, I'll have to break the law to get from Clinton to Ladd—BAD!!!! So, no roundabout!!
- Best Bang for the Buck: Left turn signal @ 39th; Best Beautification: Curve @ 42nd; Most Relevant to Me: On street parking 24-7 with the Enhancement Package, no left turn onto 21st and 20th.
- The enhancements are great. I think I prefer #4 with enhancements. Main concern is that buses can get through efficiently so that people max their use of transit.
- 2A, with uber-enhancements to ped-crossings. Removing rush-hour lanes will make corridor safer and more consistent. The rush-hour lanes are dangerous for drivers and peds alike. Variations on option 4 are bad, bad, bad. BE MINDFUL OF BIKE CONNECTION WITH RIVER. Requires bikes on Division between 8th (or so) and 13th.
- Roundabout is bad idea. Ladd is historic plat. It will route more traffic onto Ladd and 20th.
- I like the change to pedestrian friendly by extended time for walk signals especially on 20th and 21st.
- Main concern would be how it affects traffic/parking on side streets.
- Ah! Trade offs of humans on foot and bikes and humans in large metal boxes (enclosed) rolling along our streets. Both are going to be there. Balance that involves humans in both roles. As a walkers, bike, driver. Congestion may be incentive to walk alt. transp.
- None. The improvements will divert traffic onto neighborhood streets.
- I like 2A best with the full time parking by my home. Second best would be #4.
- 1. dealing with the congestion at SE 11th & Division by removing outer lane parking spots at Genie's, 2 Getting rid of outer traffic lane between SE 11th and 21st and restoring parking.
- I'm still not completely happy with the 7 Corners solution—I'm still "leaning" toward the round-about but recognize the problems with uneven traffic flow (lots from Division but little from intersecting streets and pedestrian hindrances is something like the little illustration on flip page possible?? (picture on reverse is scratched out). I bike on Clinton Street and urge all options for change to Division Street to discourage biking on Division and encourage biking on Clinton! I'm **very concerned** about

traffic overflow onto Clinton Street, a designated bikeway—Let's get autos off Clinton and stay on Division.
- Diversion of traffic/impact on bikers (Clinton street): where will it go?
- More parking around 26th/27th
- Pro-time lanes unpredictable/potentially dangerous
- Congestion: weighing the pros and cons
- Movement: considering all roles bike/ped/driver interaction
- More intensive uses/development as ped-friendly (how does "string of pearls" fit in?
- Concerned about moving part-time lanes, worried about traffic on Clinton
- Roundabout not great for buses and peds
- Roundabout: like idea of keeping traffic flowing, but not great for peds (comfort and safety)
- Discourage biking on Division in favor of Clinton
- Concern about traffic diverting
- *2A with Enhancements*
  - Long-term-get better-after slow down in the short term
  - More pollution
  - Bus delays

  4 w/Enhancements
  - Lose 7 corners opportunities
  - Use REACH site as part of intersection/plaza?
  - 11th/12th: problem because parking allowed now with train: no one can turn left, right hand lane blocked, can't turn N on 12th
  - Improve circulation 11th/12th Division/Clinton
  - Very important to address parking
  - N/S traffic on 28th—issue for pro-time?
  - Answer: 7 corners and 26th close=> backup
  - 2a sounds good, but concern re: adjacent neighborhoods traffic diversion
  - Support enhancements package if prevent spillover/traffic cut-through
  - 2A Full-time parking: enhancement or roundabout?
- Concerned about parking going up to corner of intersection—dangerous because of sight distance issues.
- Concerned about parking on side streets—park & riders, and people who aren't using Wild Oats' second lot when they should.
- Regulate corporate franchises
- Question about bikes getting from Waterfront to Clinton along Division. Keep parking off the block between 12th and 13th on Division.
- In Seven Corners, want cool, raised, City Repair-style enhancement. For example, colored pavers.
- 2A would force through traffic to Powell.
- People change their habits based on congestion.

Comments on Sticky Notes on Transportation Corridor Maps

Alternative 2A 11th-28th:

- 11th: Genies "No Parking" will help travel through this bottleneck, especially when a train goes through.
- 11th: We need better bike connection to Esplanade on Division.
- SE Orange: Curb extension good! Help kids get across street.
- SE Orange: Bus stop here! There's a signal, so TriMet can no longer say it's unsafe.
- 17th: Consider adding detection loop! Not much traffic on 17th.
- 19th ROW: Park or other interacting street amenities @ end of 19th?
- 7 corners:
  - New Seasons "No Parking": need crosswalk by New Season's entrance.
  - TriMet preferred stop location: strange spot for a bus stop, how do bikes go through intersection when there's a bus here?
  - Don't like new crosswalk: it would stop all traffic except right-hand turns. Rest of parking is great!
  - Re: pavement treatment: raised intersection platform with colored asphalt! Make it a permanent "City Repair" intersection project.
  - Yes on bike boxes—great spot for them.
  - Of the selections, this is the best alternative.
  - Bike box here! (2 arrows, 1 points to Ladd, other to 20th)
  - No left turns, please.
  - Use textured pavement or pavers to help demark intersection
  - Pedestrian crossing on N side of Division across 20th/Ladd—can crosswalk be made more parallel to Division so one isn't looking over one's shoulder worried about cars turning from Division?
  - By reducing crossing distances we can give more time to peds without changing signal timing. Without curb extension we'll have to reduce green time (and more capacity) to make ped crossing better.
  - Consider left-turn prohibition to keep traffic flowing.
  - Could we have a bike box here, too? (@ new crossing location in middle of intersection)
  - Move utility pole on corner (SE corner of SE 21st S of division)
  - Move utility pole by crosswalk
  - Roundabout bad for pedestrians (good for cars) cars never stop so timid peds can't cross
  - Teach motorists and bikes how to use <u>bike box!</u> Instructional signs at least temporarily.
  - I love roundabouts, but not here. There's far too much bike traffic Ladd-SE 21st to expect no bikes to use the ped xwalks.
  - Roundabout still needs traffic lights to control traffic so that peds and cyclists are able to safely travel in intersection. Maybe having speed bmp to slow down the traffic, but stop light would be better.
  - Roundabout favors cars over bike traffic from 21st down Ladd Ave.
  - Roundabout: Negative impact on Ladd Historical District. Increases traffic on lesser-traveled streets.
- 22nd: Curb extensions @ 22nd? Both Red and Black and Nuestra Cucina could use space for tables?
- 22nd: Or more bike parking?

- 23rd: Bus stop is here (mid-block S side of Division btwn 22nd -23rd).
- 24th: I live here and the bus doesn't stop here. Also, curb extension takes out my driveway.

Alternative 4 11th-28th:

- 12th: How can we enhance connection to river? All current ped/bike options use Division (from 13th-9th).
- Orange: Curb extensions on both sides: safer for school kids.
- 7 Corners:
  - Need curb extensions! This option is not very good for peds!
  - Need longer crossing times
  - 27th: No left turn, please. Drivers bypass signal @ 20th
  - Roundabout:
    - This disrupts a good bike route without a tradeoff. Also, I am concerned re: more traffic on Ladd.
    - Interruption of bus service through Ladd's Addition
    - Brings up safety concerns for bicyclists. This is a heavily traveled route from 21st down Ladd Ave.

28th-60th:

- 30th: stop light here.
- 31st: Wild Oats deliver trucks use 31st and Clinton to access loading docks. Signage needed to prevent this.
- 31st: No left turn sign needed at Wild Oats parking lot. Cars use 31st and Clinton to avoid left turn on Division.
- 32nd: These houses gone for Wild Oats parking @ SW corner of 32nd.
- 32nd: Put additional setback on NE corner on SE 32nd. It is an accident waiting to happen.
- 35th Place: widen curb extension into 35th Place to reduce crossing distance.
- 35th Place: Narrowing 35th Pl also helps reduce cut-through to Hawthorne—a problem which will be exacerbated bu new signal @ 35th Place and Hawthorne
- 39th: Make sure any new signal poles are in proper position as per ped. Design guide: out near curb, not back at walk.
- 39th: Remove ped push buttons. Ped phase should come up automatically.
- 39th: Caruthers: 39th-41st: semi-diverters or diagonal full diverters along Caruthers to stop cut-through traffic.
- SE 41st/Curve: stripe crosswalk on east side of 41st as well
- SE 41st/Curve: put parking all through curve
- SE 41st/Curve: Make curve tighter, widen all sidewalks around curve to 12', parking on curve.
- SE 41st/Curve: Add marked crosswalk from NE curb extensions to west side of 42nd to further define pedestrian space.
- SE 41st/Curve: Tighter curves, narrower lanes. Do special raised median border paving to accommodate large trucks if necessary.
- 43rd: curb extension at 43rd! crosswalks?
- 45th: put crosswalk back at 45th! That PDOT just took out.

- 45th: Stumptown entrance is here (this points to the south face of the building and it is inaccurate)
- 48th: pave sidewalk on 48th east side from Division to Caruthers: 41/2'/6'/41/2'.

7 Corners Enhancement Poster

- Put curb extensions at all crossings. This will make the area much more ped friendly and safe. This is key!
- Bike box at 20th (N of Division), too!
- This crossing is awesome! (in middle of intersection)
- No left turns from Division onto 20th/21st
- This is a great improvement to this intersection
- We prefer this to roundabout
- Better than roundabout
- Silent countdown, please!
- The developer promised the Neighborhood Association that Starbucks wouldn't go in here. He lied.
- Good idea, but whole area from 19th to 20th should be "pedestrian enhancement zone."
- Need left turn prohibitions from 20th/21st
- If the bus stop is here (sw corner of SE 20th, S of Division), crosswalk needs to be here.
- Don't like push button crosswalk. It would stop all auto traffic except right-hand turns. Perhaps it could be inoperable during peak hours.

Roundabout Poster

- Disconnects neighborhood. 20th/21st diverts traffic for no gain.
- Wasted pedestrian space, "stranded" in middle of roundabout.
- Traffic is never stopped by a signal, so peds never have a safe way to cross. Timid pedestrians who won't challenge cars to stop at crosswalk will never get across.
- Re: "A roundabout could change traffic volumes on the local streets" Change=increase=bad for neighborhoods.
- Re: "speeds are 15-20mph" TriMet buses need to conform to this!
- Re: "bicycles and buses…have to be diverted to other routes" what other routes? Bikers west on Clinton, N on 21st, then into Ladd need reasonable access to Ladd.

7 Corners "Key Considerations" Poster

- need more bicycle parking for businesses!

Stormwater Management Poster

- I love the idea of porous pavement!
- Need pedestrian space <u>on</u> Division. Put swales on adjacent residential streets, not on Division. Don't take away pedestrian space where it's most needed. Pipe runoff around corner to swales on residential streets.
- Porous paving good because it doesn't reduce ped space.

Results of Transportation Alternative Vote

	I love it	I can live with it	I hate it
Alternative 2A with 7 Corners Enhancement Package	18	22	12
Alternative 2A with roundabout	3	7	36
Alternative 4 with 7 Corners Enhancement Package	18	24	8
Alternative 4 with roundabout	6.5	10	28

Evaluation of Workshop

Like Most

- The displays and drawings
- The way the information was presented.
- Good presentations!
- Well presented material—I have concerns about the vision promoting business and commerce to the detriment of the neighborhood family use.
- People with a variety of perspectives on Division showed up—bus riders, drivers, residents on and off Division.
- Clear, plain presentations
- PBOP and PDOT's commitment to public process
- Nice format, good attendance, great facilitators!
- Lots of info—good intentions—good spirit
- Everything was great. Very clear descriptions of the ideas and the small groups were well mediated.
- Good maps, helpful staff
- Straightforward voting
- Good info! Friendly. Not too long.
- Group discussion, sense of community working on issues together. Opportunity to weigh in.
- Very inclusive
- Very organized and visually pleasing. Good overview.
- It was my first and I am not certain of the recommendation yet.
- Open discussion
- Appreciate all the effort put forth by coordinators! So much time, energy and commitment! The presentations were concise and well done—Our facilitators for small groups were knowledgeable and able to steer the discussion and keep on track.

Like Least

- Lack of operational analysis for community to review.
- Jay Sugnet needs to treat concerns as questions during question and answer time.

- There's never a clear answer
- Re-zoning options are unclear to me still. The effect of re-zoning Division on the nearby streets concerns me as I live one block from Division.
- There's never enough time to get through all the important discussions.
- Nothing
- Needed more jargon decoding. Speakers should hold up handouts and point to part they are talking about.
- There is no place to make comments! This form is only on the process! It wasn't an open house, but more a structured "small group" exercise. Too rushed—too much emphasis on "consensus." Don't like the artificial consensus of the small groups. Needed more time to wander around, and needed time for public comments heard by ALL, not just group.
- Confusing number of alternatives, need more discussion.
- Not enough clarity on the alternatives—materials weren't straight-forward enough.
- Good session—no least.
- I'm a rather slow reader and needed more time to read and understand the graphics and compare the different options.

Additional Comments

- I like the mixed use and storefront commercial zoning proposed. Agree that the sense of place is important. An identity is important.
- Both alternatives are good—roundabout and on-street parking will slow people down but could create more congestion at peak times.
- Good work ☺
- I bought a little bungalow house in 1987—in a neighborhood of little bungalow houses. All the 3 story multi-condo and townhouse development and businesses with liquor licenses are changing the fabric of the neighborhood. My desire to live in a funky alternative oriented bungalow + house neighborhood is being made increasingly clear that it is NOT what the city planning for my neighborhood is about.
- Thanks!
- Great direction! Thanks to all for this wonderful work.
- Seven Corners needs more space. Use old gas station site for community plaza and expand travel lanes. Emphasize identity of Divisoin over identity of nodes.
- We still had latecomers register. Good! Compact
- No left turn from Division to 20th/21st, please. Having "liquor establishments" on Clinton makes the neighborhood fun. Bars and restaurants on Division create the feeling of it being a destination, which is why I moved here in the first place.
- Thanks!
- How will things be different?
- Very informative
- Thank you for continuing to work towards including citizens involvement to present our opinions to be in our space and community.
- We can't say enough how disappointed we are that the improvement of Division will result in an increase in traffic on neighborhood streets.

- Are there any plans for removing "eye-sore" (garbage dumping) at SE 20th and Division across from New Seasons?
- When doing PR it would be very advantageous to inform people that they should come early to read and study the graphics before the 9am presentations begin. In other words, say the workshop starts at 9am, but don't begin presentations until 10am, so that participants can familiarize themselves with the material and presentations will be much more clear.
- Maintain single family housing? On Division?
- Demolition concerns
- Don't like roundabout—not good for pedestrians—they'll never get a signal to stop traffic.
- Division Street sidewalks should accommodate lots of pedestrian traffic. Need more than 6' of paving. The "frontage zone" near building needs to be clear for ped use. No benches, trees or other structures in "frontage zone." "Furnishings zone" is place for trees, benches, other street furniture. Should also be paved for pedestrian use—place people can gather outside of main pedestrian flow.
- Swales should not be ON Division, where they take away pedestrian gathering space (& access to parked cars). Run the runoff around the corner and put swales on SIDE STREETS adjacent to Division. If that's "not part of Division Project" then that's a process problem, not a physical constraint—figure out a way to do it.
- Do not rezone the R-5 parcel at 43rd, south of Windsor Court intersection, to CS. Rest of Cascadia parcel okay to go to CS, but keep this parcel residential, perhaps R2.5, to preserve residential character of 43rd Avenue in this block, instead of "back side' of commercial.
- Put back marked crosswalk at 45th that PDOT just took out!
- Make signal at 39th and Division always display pedestrian indications. Eliminate push buttons, and the need to push them. Eliminate pushbuttons at 20th/21st as well. There'll be enough peds there that the ped. phases should always come up anyway. Push buttons are for suburban areas, or anywhere traffic engineers don't think there'll be many pedestrians.
- Add bus stop at Orange Avenue. Slow cars down at 42nd Avenue curve. Don't let traffic path "cut the corner." Make traffic path follow sharpen path—smaller radius s-curve. Restore 12' sidewalks, and parking, all around the curve, to slow traffic down, and let parked cars provide buffer from speeding cars on curve. Like the 2 pedestrian crossings and median. Slowing traffic will make crossings at 41st and 43rd safer as well (Has two drawings: one shows how the lines should be drawn on the curve so traffic can't cut the corner, the other shows the curve with 12' sidewalks and on-street parking along the whole stretch. It also shows a crosswalk across 42nd on the north side of Division, with a note that says, "Mark this crosswalk, too, to define the ped., car path around curve.").
- Curb extensions at 35th Place should extend into 35th Place to reduce cut-through traffic on 35th Place from Division to Hawthorne.
- Decouple 4-Division from 4-Fessenden to improve schedule reliability on Division.

Appendix 2 – News Articles

JUNE/05
Vol 16 No 6
Portland, OR
The Southeast Examiner
www.inseportland.com
"Your Neighborhood News Source"

Workshop reveals draft plan for Division Street

By Arianne Sperry

After a year of work and public process, City staff and community members are ready to present a proposal for changes to the Division corridor. A draft plan for Division Street between SE 11th and SE 60th Avenues will be presented at a community workshop on Saturday, June 18th, 2005 from 9:00 a.m. to noon at the Richmond Elementary School Cafeteria.

The draft plan includes proposed changes to zoning, parking, traffic signals, vehicle lane configurations, and bus stop locations.

The workshop, which is open to everyone, is part of the Division Green Street / Main Street planning process, a collaborative effort between the City of Portland and the community to improve the livability and economic vitality of SE Division over the next 20 years.

The purpose of the workshop is to explain the changes proposed in the draft plan and to hear public comment on the Plan before it is revised and forwarded on to Planning Commission and City Council later this summer.

The workshop will begin and end with an open house that allows participants to browse informational material related to the project. From 9:30 to 11:30 a.m. participants will hear presentations on the draft plan and then break into small groups for discussion and to provide feedback.

The Division Green Street / Main Street Plan will guide the next phase of planning for transportation and streetscape improvements from SE 6th to 60th Avenues, which is scheduled to begin in fall 2005. The project is funded with $2.5 million in federal transportation funds and the first phase of construction between SE 6th and 39th is expected in 2007.

For more information about the workshop or the Division Green Street / Main Street planning process, call the City of Portland Bureau of Planning at (503) 823-7700 or visit the Planning Bureau's website www.portlandonline.com/planning/.

CHOSEN THE NATION'S BEST NONDAILY PAPER

Lost and found
There's buried treasure in city's public schools
— See PORTLAND LIFE, B1

Slow ride
North Mississippi cafe adds rickshaw service
— See BUSINESS, A7

What handicap?
Golfer with disability is ready to go pro
— See SPORTS, B10

Portland Tribune
TUESDAY, JUNE 14, 2005 PUBLISHED EACH TUESDAY & FRIDAY FREE

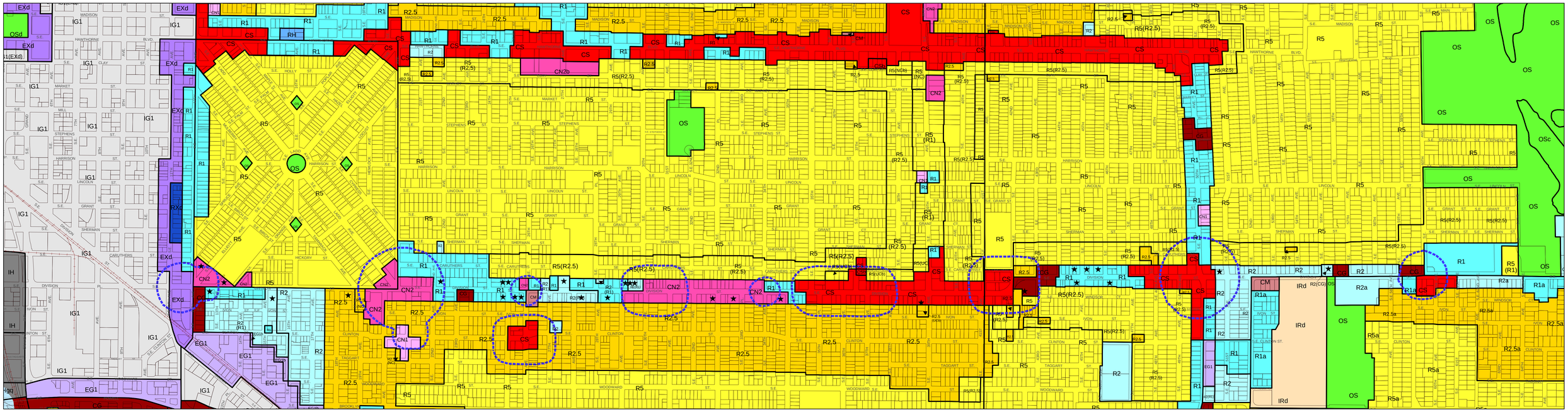
SOUTHEAST

Division Street livability meeting set

A community meeting is set for Saturday to review the Green Street/Main Street plan, which seeks to improve ecologic and economic sustainability and quality of life along Southeast Division Street from 11th to 60th avenues.

A community working group met June 1 to review a draft of the plan, produced jointly by residents and the city of Portland, at the People's Co-op. The plan will be publicly introduced at a meeting from 9 a.m. to noon Saturday in the Richmond Elementary School cafeteria, 2276 S.E. 41st Ave.

The plan, begun in August 2004, is designed to last 20 years and incorporates land-use planning, transportation, an emphasis on "green" building practices and other elements. After the Saturday meeting, the plan will go to city staff members, who then make a recommendation to the City Council, which will have final say on whether and how to implement it.



Division Street Existing Zoning

division
green street | main street project

City of Portland / Bureau of Planning / Geographic Information System / May 10, 2005

N

Feet
200 100 0 200 400 600

Legend

- ★ Non Conforming Use
- Conceptual Commercial Nodes
- R5 Existing Zoning w/overlays
- (R2.5) Comprehensive Plan where different from zoning
- Open Space
- Residential 5,000
- Residential 2,500
- Low Density MD 2,000
- Medium Density MD 1,000
- High Density Residential
- Central Residential
- Institutional Residential
- Neighborhood Commerical 1
- Neighborhood Commercial 2
- Storefront Commercial
- Mixed Commercial
- General Commercial
- General Employment 1
- Central Employment
- General Industrial 1
- Heavy Industrial

CITY OF PORTLAND, OREGON
BUREAU OF Planning

Area of Interest

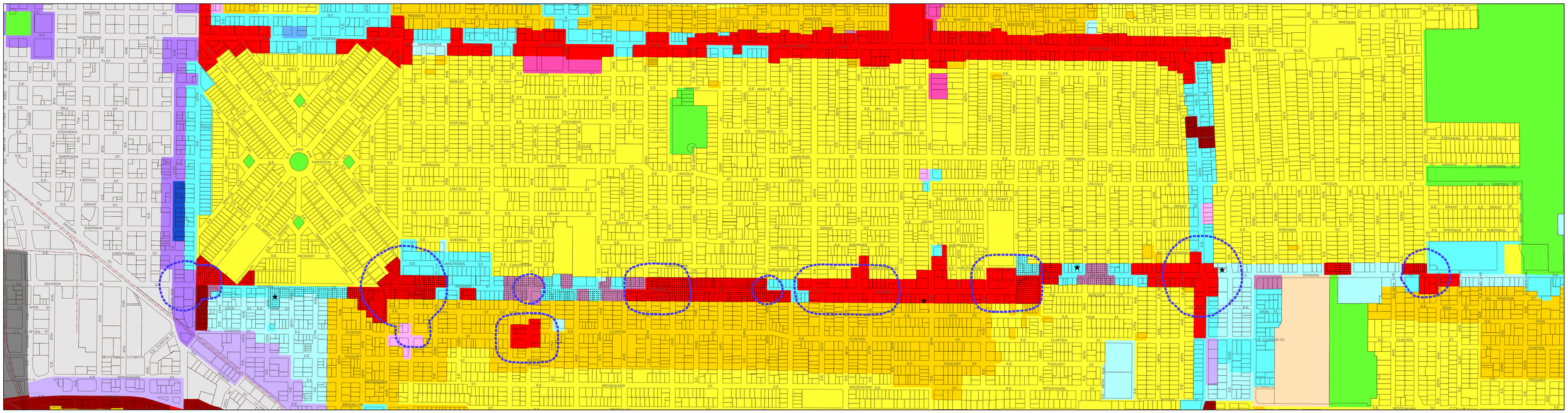
INFORMATION SOURCES:

Taxlots: Originally produced by Oregon Dept. of Revenue. Modified and updated by Multnomah County Assessment & Taxation and Portland Dept. of Transportation. Updated through Jan. 2003. Accuracy - +/- .1 feet.

Landuse:
Portland State University, October, 2004.

All data compiled from source materials at different scales. For more detail, please refer to the source materials or City of Portland, Bureau of Planning.

The information on the map was derived from digital databases on the City of Portland, Bureau of Planning GIS. Care was taken in the creation of this map but it is provided "as is". The City of Portland cannot accept any responsibility for error, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. However, notification of any errors will be appreciated.



Division Street Proposed Zoning

Draft

division
green street | main street project

City of Portland / Bureau of Planning / Geographic Information System / May 10, 2005

N

Feet
200 100 0 200 400 600

Legend

- ★ Non Conforming Use
- Conceptual Commercial Nodes
- Areas of Proposed Change
- Open Space
- Residential 5,000
- Residential 2,500
- Low Density MD 2,000
- Medium Density MD 1,000
- High Density Residential
- Central Residential
- Institutional Residential
- Neighborhood Commerical 1
- Neighborhood Commercial 2
- Storefront Commercial
- Mixed Commercial
- General Commercial
- General Employment 1
- Central Employment
- General Industrial 1
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Division Street
Green Street / Main Street

Corridor Transportation Alternatives

Open House June 18, 2005

Alternative 2a: Two lanes with full-time parking, 12th-28th Place

B

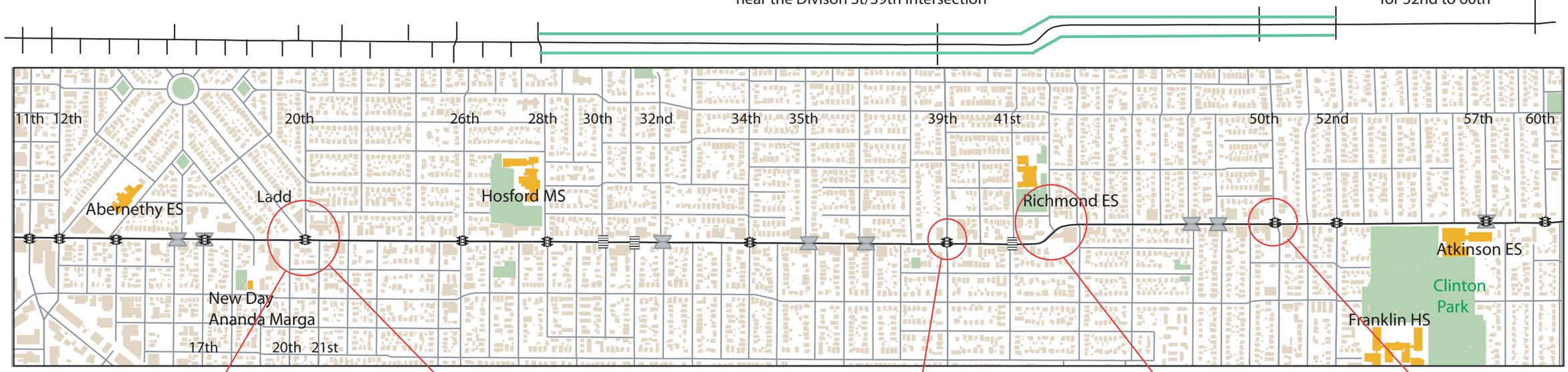
Alternative 4: Full-time parking 13th-18th, part-time parking 18th-28th Place

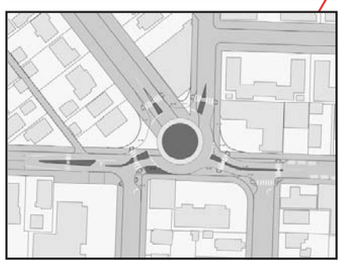
A B A

These two alternatives are derived from the community imput at the April 2 open house, written comments, and subsequent review by the Division Community Working Group and Technical Advisory Group.

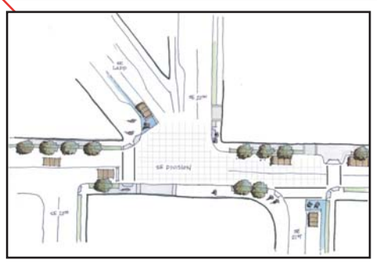
B from 28th Place to 52nd except near the Divison St/39th intersection

B and C are viable options for 52nd to 60th



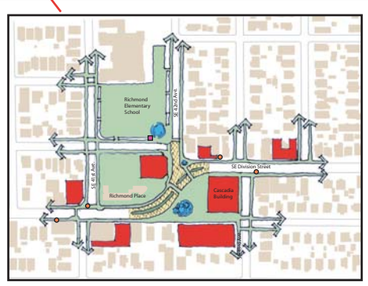


A roundabout would make all traffic equal through "Seven Corners" while not directly benefitting pedestrians or bicyclists. (More info available on-line)



A package of small improvements that will improve the pedestrian environment with little impact on traffic flow. (See back of sheet)

Protected/permissive left-turn signal phase

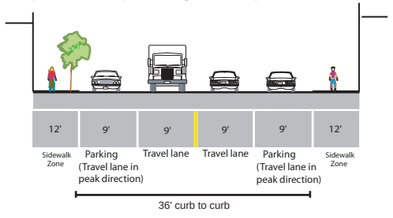


New curb extensions

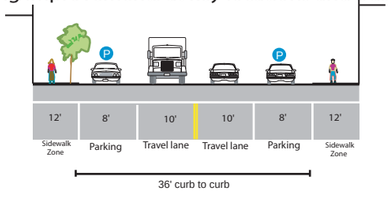
Redesigned curve with modified curb extension, new crossings, and improved landscaping

Roadway Cross-Sections

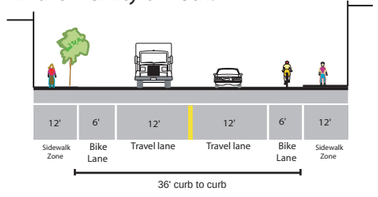
A 2 travel lanes in each direction plus part time parking in off-peak hours



B 1 travel lane in each direction plus full time on-street parking provides opportunities for curb extensions and crossing improvements at key locations and bus stops.



C 1 travel lane in each direction plus bike lanes connecting to bike lanes east of the study area in the vicinity of 78th.



LEGEND

- Traffic Signal
- Marked Crosswalks
- Potential Curb Extensions
- Part-time Parking
- Full-time Parking

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alta PLANNING + DESIGN

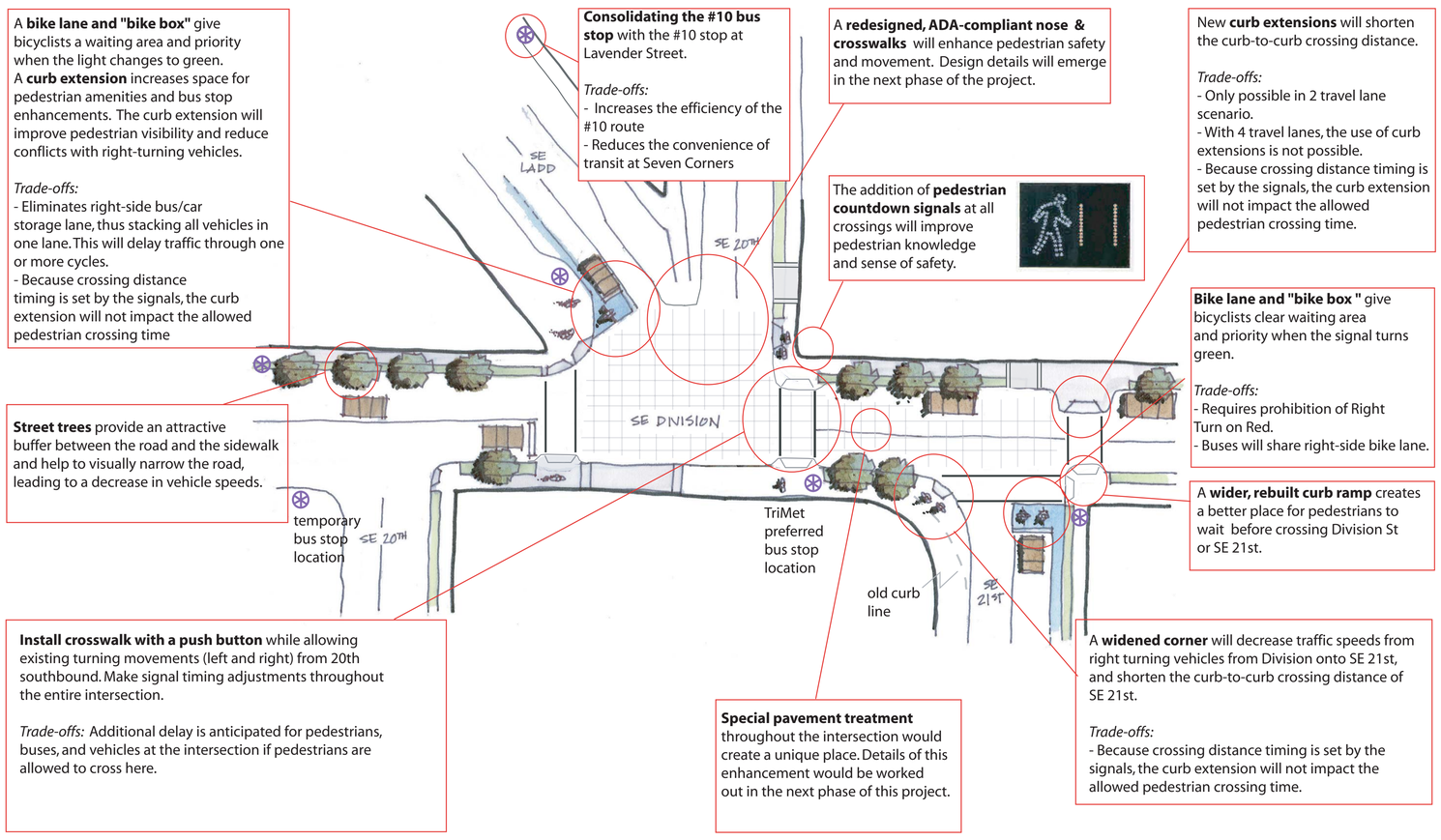
DAVID EVANS AND ASSOCIATES INC.

For more information, please visit the project website at or contact

Intersection Focus Areas

Seven Corners (20th/21st/Ladd)

Enhancement Package



A **bike lane and "bike box"** give bicyclists a waiting area and priority when the light changes to green.
A **curb extension** increases space for pedestrian amenities and bus stop enhancements. The curb extension will improve pedestrian visibility and reduce conflicts with right-turning vehicles.

Trade-offs:
- Eliminates right-side bus/car storage lane, thus stacking all vehicles in one lane. This will delay traffic through one or more cycles.
- Because crossing distance timing is set by the signals, the curb extension will not impact the allowed pedestrian crossing time

Consolidating the #10 bus stop with the #10 stop at Lavender Street.

Trade-offs:
- Increases the efficiency of the #10 route
- Reduces the convenience of transit at Seven Corners

A **redesigned, ADA-compliant nose & crosswalks** will enhance pedestrian safety and movement. Design details will emerge in the next phase of the project.

New **curb extensions** will shorten the curb-to-curb crossing distance.

Trade-offs:
- Only possible in 2 travel lane scenario.
- With 4 travel lanes, the use of curb extensions is not possible.
- Because crossing distance timing is set by the signals, the curb extension will not impact the allowed pedestrian crossing time.

The addition of **pedestrian countdown signals** at all crossings will improve pedestrian knowledge and sense of safety.

Bike lane and "bike box " give bicyclists clear waiting area and priority when the signal turns green.

Trade-offs:
- Requires prohibition of Right Turn on Red.
- Buses will share right-side bike lane.

Street trees provide an attractive buffer between the road and the sidewalk and help to visually narrow the road, leading to a decrease in vehicle speeds.

A **wider, rebuilt curb ramp** creates a better place for pedestrians to wait before crossing Division St or SE 21st.

Install crosswalk with a push button while allowing existing turning movements (left and right) from 20th southbound. Make signal timing adjustments throughout the entire intersection.

Trade-offs: Additional delay is anticipated for pedestrians, buses, and vehicles at the intersection if pedestrians are allowed to cross here.

Special pavement treatment throughout the intersection would create a unique place. Details of this enhancement would be worked out in the next phase of this project.

A **widened corner** will decrease traffic speeds from right turning vehicles from Division onto SE 21st, and shorten the curb-to-curb crossing distance of SE 21st.

Trade-offs:
- Because crossing distance timing is set by the signals, the curb extension will not impact the allowed pedestrian crossing time.

Potential Solutions

Minor changes to signal timing to improve traffic flow and pedestrian crossing opportunities, including a countdown pedestrian signal

Upgrade curb ramps to ADA standards

Reduce SE 21st (west side) curb radius to reduce pedestrian crossing distance across 21st

Reorient SE Ladd crosswalk

Consolidate driveways or reduce driveway widths

Key Considerations

Pedestrian access will be improved

Reduces crossing distance for pedestrians on SE 21st

No change to on-street parking

Little or no change to traffic or bus patterns

No change to bicycle route

A pedestrian countdown signal

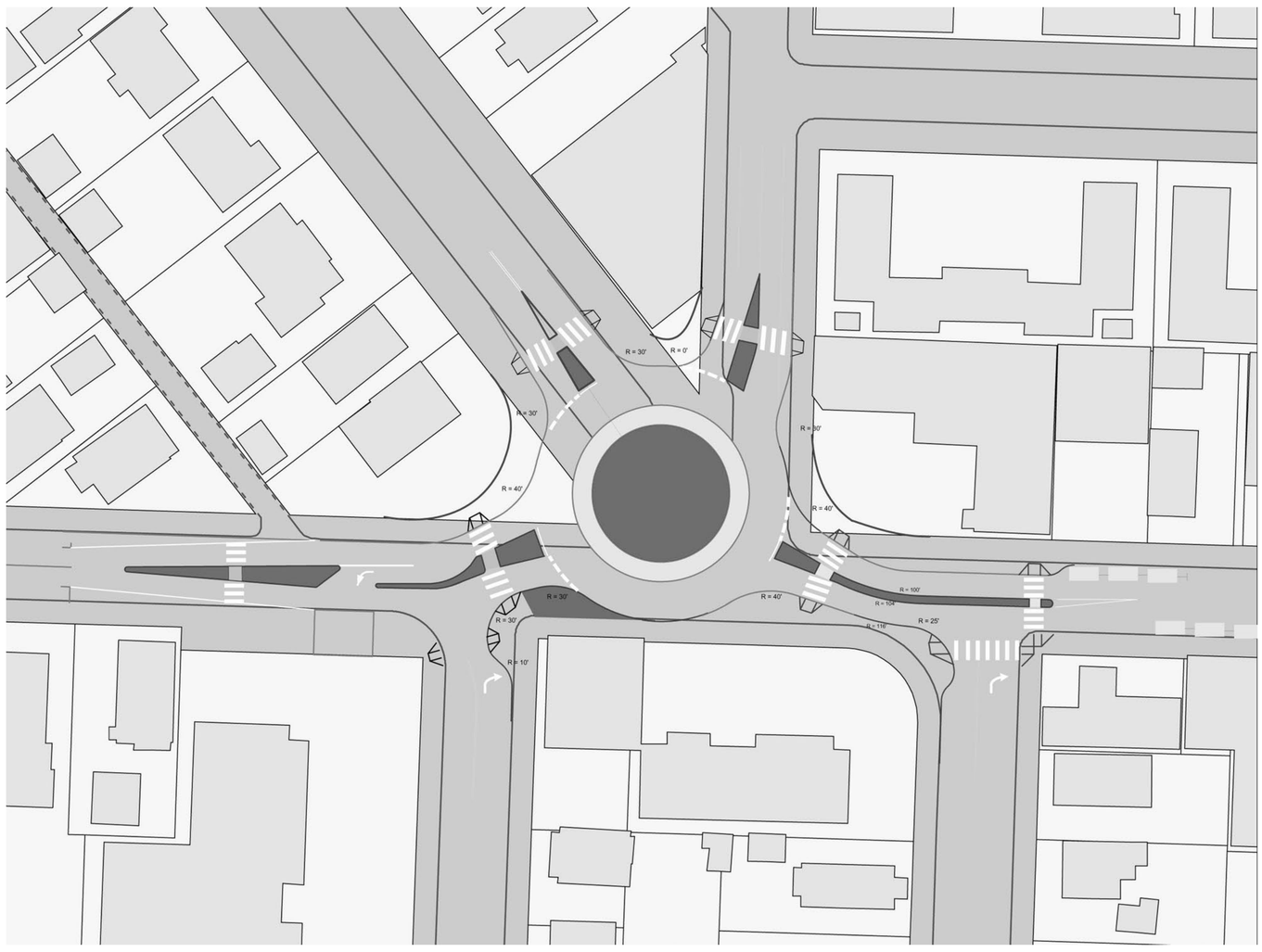
Traffic flow would improve with minor changes to signal timing

Bike route and signal operation would remain unchanged

Intersection Focus Areas

Seven Corners (20th/21st/Ladd)

Roundabout



Potential Solution

Replace the signalized intersection with a roundabout

Key Considerations

Roundabouts equalize all streets entering intersection, e.g. all streets entering roundabout are treated similarly in regards to number of lanes, yield controls, etc.

A roundabout could change traffic volumes on the local streets (Ladd and 20th)

Speeds are 15-20 mph

Transit stops are relocated to the far side of the intersection with pullouts or further downstream

One wide travel lane for buses and cars. Large trucks may use raised apron surrounding center island

Pedestrians cross one travel lane at a time around the circle at refuge islands, increasing overall walking distance

Bicyclists share travel lane with motor vehicles

Buses and bicycles northbound on SE 21st would have to be diverted to other routes

Provides opportunity for green infrastructure and public art

Traffic Volumes Near 7 Corners

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