

DIVISION STREETScape AND STREET RECONSTRUCTION

IF YOU WISH TO SPEAK TO CITY COUNCIL, PRINT YOUR NAME, ADDRESS, AND EMAIL.

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Doug Klotz
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June 23, 2010

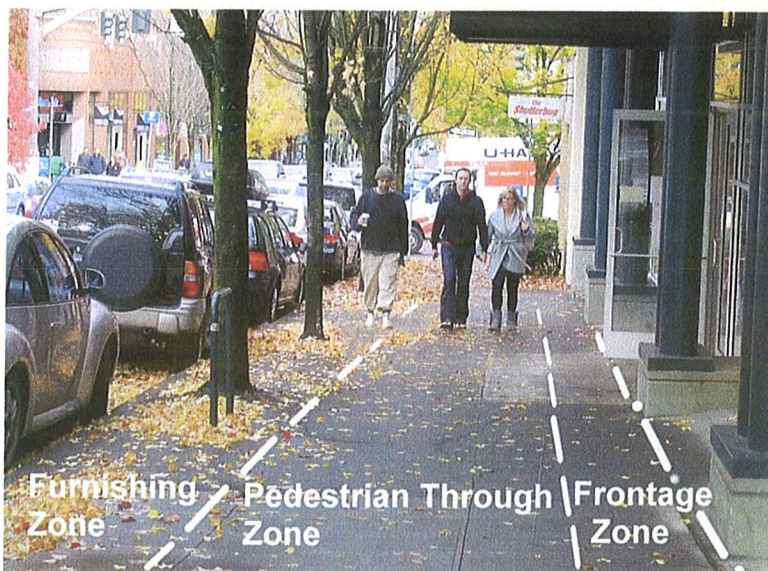
Mayor Sam Adams,
Commissioners Nick Fish, Amanda Fritz, Randy Leonard and Dan Saltzman

Re: Division Streetscape Plan

Dear Mayor Adams and Commissioners:

The Division Streetscape Plan does a lot of things right for pedestrians. It removes 2 lanes on Division for most blocks between 12th and 28th. It adds curb extensions at 23 intersections (if funds allow). Where the plan gets it wrong, though, is the addition of stormwater management facilities (I'll call them swales) in commercial zones.

Sidewalks in Portland are divided into 3 zones by PBOT guidelines: Frontage Zone, Through Pedestrian Zone, and Furnishing Zone:



The 6 foot Through Zone, while adequate in most residential areas, is not the only place people walk in commercial zones. Two couples can't pass in 6 feet. Someone steps into another zone. In this example, even a single person walks in the Furnishings Zone to pass a couple. While café tables are allowed in the two outside zones, they don't often present continuous blockage.

The proposed swales still in the plan block the entire 4 foot Furnishing Zone, with a curb and a drop-off into a planter. **They narrow the area for walkers and for shoppers, remove parking and reduce space for the community gathering and interaction that sidewalks provide in our city.** This is not the way to build a vibrant business area or to encourage walking and transit use. While some of these buildings do not now have café tables, the point of the plan is to encourage sidewalk use, in the hopes that other buildings will add appropriate uses.

Here's the proposal at 35th Place:

Current

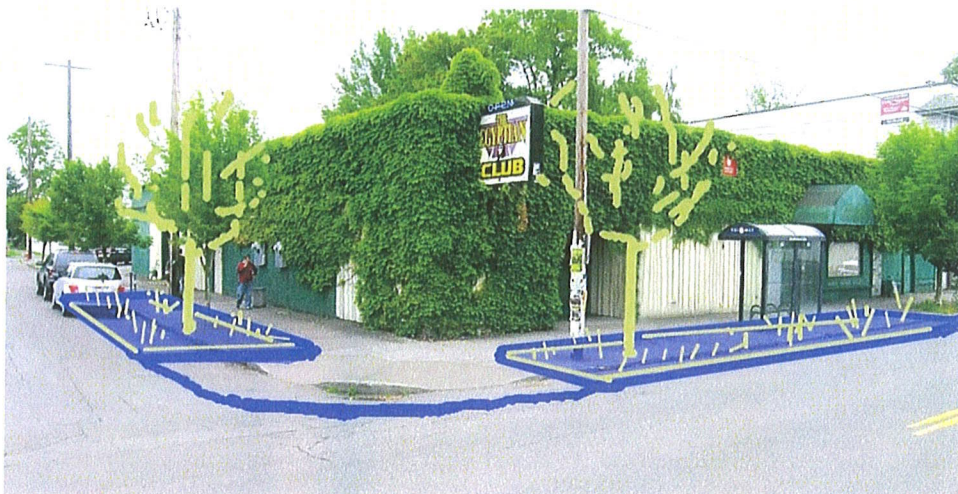


With swale



The swale blocks the Furnishing Zone, and barely leaves room for more than light pedestrian traffic. The side street here has a swale as well.

Another corner, at 37th, has an older brick building that could, with some ivy removal (it's not just in Forest Park!) and window uncovering, be a nice café. Unfortunately, most of their sidewalk on both streets will be usurped by swales.



I understand why BES wants swales, a better and cheaper alternative to treatment plants. But, with a few exceptions, those in the Plan do not need to be on Division Street itself.

There are 50 miles of residential streets between Hawthorne and Powell, and 12th and Chavez. Surely enough stormwater could be diverted along those 50 miles of streets to allow a single mile of commercially-zoned Division Street to have sidewalks uninterrupted by swales.

During the plan process, pedestrians and business groups expressed concerns about these swales. At a public workshop, votes for swales were last among 9 streetscape features they'd like to see.

I must add that staff has been responsive to these concerns, and relocated quite a few swales onto side streets. They have reduced the size of some. I also realize there are a few swales from the Tabor to River project that really must be on Division. However, there are still a lot that can be moved from commercial zones. I urge Council to direct staff to relocate as many more swales as possible, to open up more space on Division Street for walkers.

In those few commercially zoned areas where swales must be used, staff has promised to try to maintain 8 feet of paved sidewalk behind the swale. I ask Council to reinforce this priority to staff as well. Thank you.

Sincerely,

A handwritten signature in cursive script that reads "Doug Klotz". The signature is written in black ink and is positioned above the printed name.

Doug Klotz

Doug Klotz testimony
6/23/10

Division Streetscape Design Workshop 10.10.09
Dot exercise

These are results from a study determining the top priorities for Division St.
 Each person was given three dots to place next to the most important streetscape elements

Streetscape element	# of Dots	
Provide pedestrian improvements such as curb extensions and emphasize sidewalk space for pedestrians	31	21%
Reduce Division Street to 2 travel lanes through the corridor wherever possible to provide more space for other streetscape elements	31	21%
Emphasize landscape areas and street tree planting where possible along the corridor.	27	18%
Keep four travel lanes during peak hours, where needed, to prevent congestion on Division St.	17	11%
Preserve vehicular parking adjacent to Division Street businesses	13	9%
Frame flexible spaces within the streetscape parking zone in commercial areas.	11	7%
Invest in extra street furnishings such as lighting and new sidewalk at "7 corners" to highlight this area as a special place along the corridor.	11	7%
Introduce stormwater facilities in addition to those that satisfy the needs of the Tabor to the River project	8	5%