

May 17, 2010

Elizabeth Mahon, Project Manager
Portland Bureau of Transportation
1120 SW 5th Avenue
Portland, Oregon 97204

Dear Ms. Mahon,

We are the Division Streetscape and Street Reconstruction Project Citizens Advisory Committee (CAC) as well as active members of the local community. Our members live, work, and recreate along the Division Street corridor, and regularly walk, bike, drive, and use transit in our neighborhood. Over the course of this project we have attended open houses, neighborhood and business association meetings, and spoken with our neighbors, sharing our ideas with others and allowing our perspectives to be altered as well.

As a CAC, we began this process with different perspectives on the removal of pro-time lanes. After much discussion and analysis, the majority of CAC members support removing some segments of pro-time lanes consistent with the Division Streetscape Concept, as a step towards achieving the *Division Green Street/Main Street Plan's* vision of a more pedestrian-friendly, economically vibrant, and environmentally sustainable Division Street. Though the majority of CAC members support this position, we wanted to recognize that this support was not unanimous. Individual CAC members are concerned that removal of pro-time lanes will cause an increase in congestion on Division Street, resulting in the diversion of some traffic from Division Street to local streets. Other individual CAC members support removal of more pro-time lanes to increase pedestrian safety and enhance the "main street" feel of Division Street, realizing that such removal must be coupled with a reduction in current and future auto traffic demands.

Though individually we represent a range of opinions on pro-time lanes, the CAC has achieved consensus on a significant point. If pro-time lane removal remains consistent with what is shown in the Division Streetscape Concept, the CAC unanimously supports the remaining elements of the streetscape concept as drafted. The Division Streetscape Concept represents the CAC's best efforts to balance the competing travel demands on Division Street, including auto traffic, transit, trucks, pedestrians, and bicyclists both along and across Division Street, and most of us feel it is a step in the right direction and support its implementation.

We recognize that the project will now move into the implementation phase, and that a Design Advisory Committee (DAC), comprised of members of the CAC, will be formed to provide two functions. First, the DAC will work with PBOT to prioritize expenditures on the streetscape improvements identified in the conceptual plan, once revised cost estimates are available. Secondly, the DAC will provide input on the project elements related to community identity, which may include selection of plant material for the stormwater facilities and the artistic design elements of stormwater facilities, bike corrals, and tree wells. In an effort to reinforce community identity through art and integrated design, we encourage project designers, the DAC and the project artist to work together to forge a unique identity that unites the Division Corridor.

Although the Division Streetscape Concept will continue to provide the CAC's vision for Division Street, we know the Portland Bureau of Transportation (PBOT) will have to make countless site-specific decisions in conjunction with the DAC during the engineering process. As such, we are summarizing our support for the project in writing to help guide PBOT and the DAC as they seek to maintain a balanced project.

In short, we support:

- Creating safer crossing opportunities for pedestrians. This includes support for frequently spaced pedestrian curb extensions that increase visibility of pedestrians and reduce crossing distances throughout the corridor. We also support marked crosswalks highlighting the safest and most important places for pedestrians to cross.

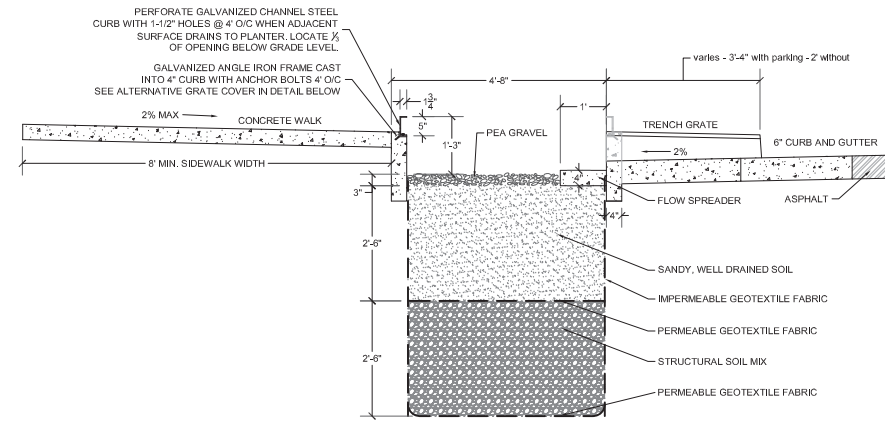
- Adopting design elements that limit vehicle speed along Division Street and encourage safe driving practices, especially in areas with high pedestrian activity and in areas around schools.
- Creating safer crossing opportunities for bicyclists. We recognize that bike ridership in the Division corridor is increasing and that Lincoln/Harrison and Clinton provide the primary corridors for bicyclists traveling east-west through our community. The largest unmet need is to provide safer ways for bicyclists to cross Division Street and we encourage PBOT to optimize bicyclist safety in engineering key intersections.
- Improving bus service through the carefully chosen stop locations and curb extensions shown in the draft design concept.
- Incorporating innovative stormwater treatment into the street's design and reconstruction. In addition to facilities along Division Street itself, we are particularly interested in opportunities for stormwater facilities at side street locations and designing facilities that can accommodate coverings so that sidewalk space remains available for other uses. The CAC recommends that in commercial zones that stormwater facilities be designed to allow for "flush flexible space," as an example, see Exhibit A.
- The planting of street trees to maximize tree canopy along Division Street, carefully balancing site selection with the needs of pedestrians, businesses, and property owners.
- Providing for a vibrant pedestrian and small business environment with wide sidewalk widths throughout the corridor, and especially in commercial areas. The committee prefers a minimum of 8' clear in Commercial Zones. To this end, we also encourage the exploration of pedestrian stopping places in conjunction with the stormwater facilities.
- Locating on-street parking and loading zone access to support business needs.

- Avoiding diversion of Division Street auto traffic to neighborhood streets and bicycle boulevards.
- A left turn phase from Division Street to César E. Chávez Blvd.
- Looking for opportunities to provide a buffer between pedestrians and traffic in and around the 7 Corners intersection, especially during peak hours.
- Program signals to prioritize pedestrians and crossing traffic during off-peak hours.

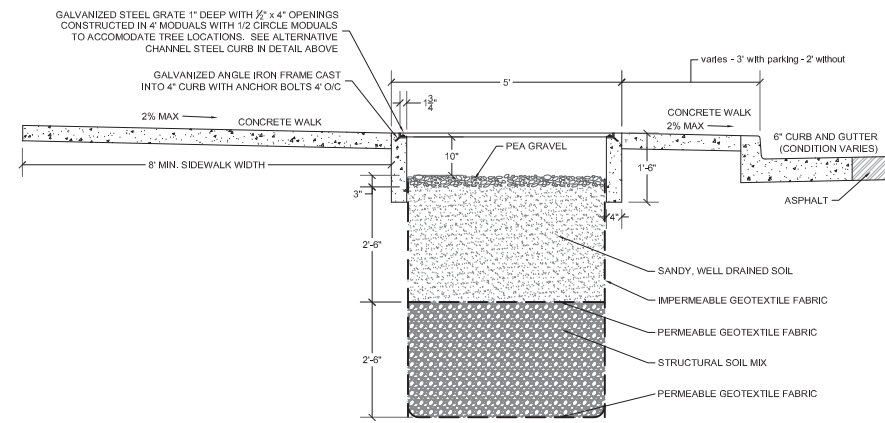
We support the Division Streetscape Concept even though we feel that there is a significant lost opportunity at 7 Corners. Though nothing in the concept precludes 7 Corners from eventually becoming a significant gathering place for the community, the concept does not significantly foster a sense of place or create the comfortable pedestrian environment the community desires.

As members of our community, we will continue to work towards encouraging more people to use our neighborhood streets as bicyclists, pedestrians, and transit riders. We strongly encourage PBOT to assist us in our efforts to reduce auto use in keeping with the City's Climate Action Plan goals. We expect PBOT will monitor traffic counts over time on Division Street and other key nearby streets, including SE 20th, 21st, 26th, and the Clinton and Lincoln/Harrison Street Bike Boulevards, and will report back to the community as well as take steps to mitigate any diversion that occurs. We also expect that, when we meet our goal of reduced auto traffic, PBOT will revisit the possibility of further removing pro-time lanes in order to create a true green "main street" and to make 7 Corners a safer, more attractive, and more vibrant neighborhood core.

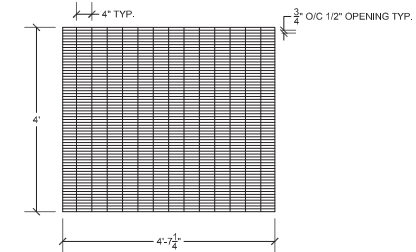
Exhibit A



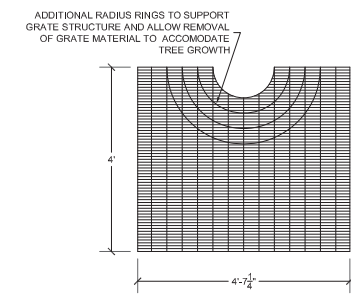
SECTION - INFILTRATION PLANTER WITH C-CHANNEL CURB AT INLET



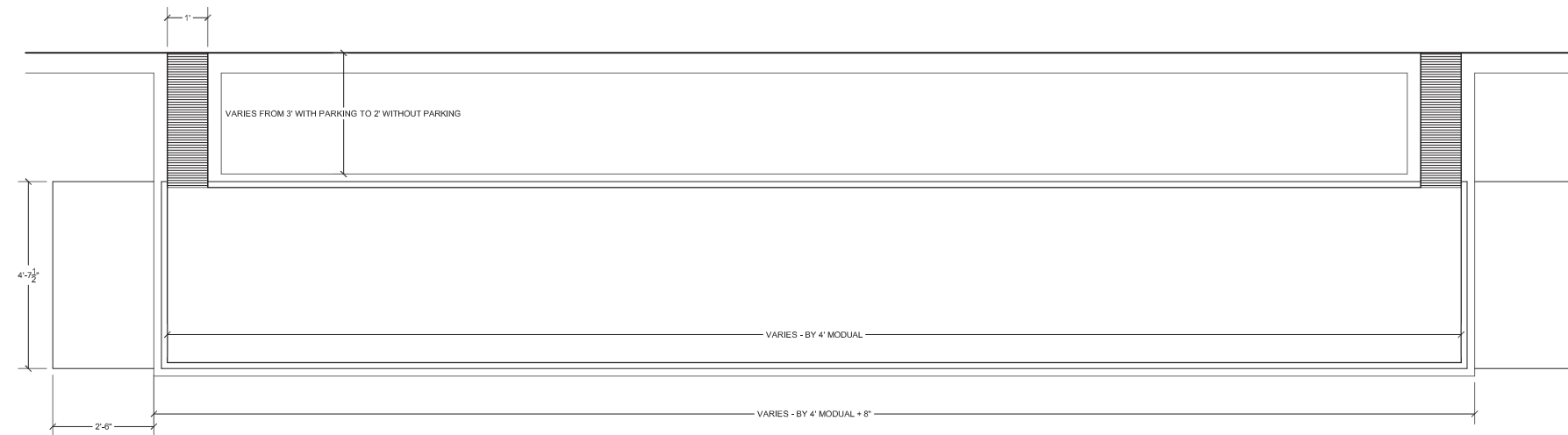
SECTION - INFILTRATION PLANTER WITH GRATE COVER



PLAN - TYPICAL GRATE



PLAN - GRATE WITH TREE OPENING



PLAN - INFILTRATION PLANTER