

061091
 Denver Avenue
 Streetscape
 Design
 Kenton/Portland
 , OR

Matthew Arnold (SERA)
 Tim Smith (SERA)
 Allison Wildman (SERA)
 Mike Faha (GreenWorks)
 Robin Craig (GreenWorks)
 Carol Landsman (Landsman Transp.)
 Carol Herzberg (PDC)
 Kate Dean (PDC)
 Kathryn Levine (PDOT)
 Liz Moorhead (PDOT)
 Mark Hawkins (PDOT)
 Ramon Corona (PDOT)
 Nolan Mackrill (PDOT)
 Scott Batson (PDOT)
 Kathy Mulder (PDOT)
 Steve Spitulski (PDOT)
 Jillian Detweiler (TriMet)
 David Zagel (TriMet)
 Dave Nunamaker (BES)
 KC Christensen (BOM)

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City staff and consultant team members visited Denver Avenue for Technical Feasibility Field Day. The group was introduced to the project by Carol Herzberg (PDC) and Matthew Arnold (SERA). A tour of the streetscape followed, and members photographed and noted various opportunities and constraints. The group then convened at the Kenton Firehouse for a debrief session, which is summarized here in bulleted form.

- **Street Lighting**

- Denver Avenue has a great deal of potential, with a wide ROW. However, it is not lit well. Depending on the length of the blocks, there may be a couple of different streetlight configurations that will provide light to both the roadway and the sidewalk. One such configuration could include 3 lights to a block face – with pedestrian-scale, single ornamental fixtures placed on the corners and an auto-scaled cobra-head fixture placed mid-block. There is a menu of City-approved ornamental fixtures that could be utilized here. Recommended ornamentals would include either historic acorn fixtures or the zed-style lights currently being used on N Killingsworth (near PCC). (*Steve S.*)
 - PDC's Storefront Improvement Program could be utilized to improve / embellish the lighting of individual buildings and storefronts. (*Matt A. / Carol H.*)
 - Lighting improvements could potentially be extended south to Lombard with improved cobra lighting should funding be available. (*Kathryn L.*)
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- The fixtures and quality of the lighting can be used to help define the district. Why don't we change the hue of the lighting as one enters the historic commercial district, so that people will know that they've entered a special place? (*Tim S.*)
 - QL (white) lights could be used in the pedestrian-scale ornamentals, while high-pressure sodium (yellow) could be used in the cobra-heads to light the roadway. (*Steve S.*)
 - Besides undergrounding utilities, streetlights (with character) provide the biggest immediate impact on the public environment of a commercial district (*Mike F.*) *Is undergrounding utilities a financial possibility? Or has it already been determined to be too expensive, both for the project and the building owners?*

- **Parking / Loading**

- While the area as a whole currently appears to have a sufficient parking supply, there will be more parking demand as the area changes / grows / redevelops / revitalizes. Parking enforcement will increase as activity increases in the area, and the City receives complaints. The neighborhood change may affect the parking and loading practices of long-term residents, business owners, customers.. PDOT would like to work with the existing businesses to address their parking and loading needs now. Also, it is expected that the side streets will experience some degree of spillover from Denver Avenue, and protecting them from ancillary impacts will be necessary. (*N. Mackrill*)
 - One idea for balancing parking and loading needs may be with 7-10am curbside loading zones on Denver in much of the district (augmented by brief ~15 minute customer parking zones associated with restaurants and early morning businesses). This would assure that trucks have a defined time for loading / unloading, it would get truck traffic off of Denver during the heart of the day (when pedestrians will be most numerous), and it will help balance the parking needs of employees and customers (as neither will be able to park before 10am). (*Carol L.*)
 - Could we create a trial / test period for these concepts – i.e. temporarily block off the center turn lane (where loading / unloading currently occurs) and temporarily create loading zones – just to see how it works? (*Jillian D.*)
 - What if business owners cannot control / guarantee delivery times? (*Kathy M.*)
 - In our experience with businesses all across the City, we have learned that most businesses can exercise control over their delivery times (either coming or going). Sometimes, however, businesses do not adequately understand just how much control they have and/or how best to negotiate with freight companies. In some instances, there could be an evening (4-6pm) loading zone. Also, for those large, sporadic deliveries, businesses could get permits to temporarily take over parking spots for loading during other times. One example area to examine would be the Central Eastside, which has had various parking systems in place over the last ten years. (*Ramon C.*)
 - What about enforcement issues related to the current practice of loading / unloading within the center turn lane? (*Tim S.*)
 - Using the center turn lane for loading / unloading is illegal, and raises serious safety concerns. Enforcement related to parking infractions is often related to citizen complaints, and currently no one is complaining about the center turn lane. However, experience shows that as more people move into an area, and as more retail businesses open, etc., complaints about infractions increase. (*Nolan M. / Ramon C.*)
 - Loading zones should be placed strategically, and those locations should be reviewed with input from the CAC and the public – with an understanding of the trade-offs, etc. (*David Z.*)
 - While we can programmatically examine the entire street and determine parking and loading zone placement, loading zones are generally requested in writing by businesses, which need to provide a reason for their request. PDOT evaluates requests on a case-by-case basis. Sometimes businesses can combine their needs into a justifiable request for a single loading zone. (*Ramon C.*)
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- It is also worth remembering that standing loading zones remove parking from the overall inventory, while a timed loading zone (such as 7-10am) uses the same street area to accommodate both parking and loading. (*Carol L.*)
- Different possibilities for shared off-street parking arrangements should be explored. For example, businesses owners could lease parking spaces from one another to meet their needs. (Perhaps a broker could manage all of the spaces.) There could also be arrangements that best utilize existing spaces during all times of days / nights / weekends. (*Carol L.*)
- Parking Enforcement can and should be used for outreach to residents and business owners as parking and loading changes are implemented. (*Nolan M.*)
- **Center Turn Lane / Traffic Calming**
 - Maintaining a two-way turn lane in the middle of Denver Avenue is not always necessary as there is often a lack of driveways. Denver Avenue is generally wide and open, and has more of a highway feel at times than a commercial Main Street. To create a pedestrian-friendly / Main Street atmosphere, we want to add more friction factors to visually narrow the roadway. This might mean the use of medians, vertical elements (streetlights, trees), etc. It is generally the geometry of the street and the design of the streetscape – not the posted speed – that determines vehicle speed. (*Kathy M.*)
 - But we could, and should, look at coupling those changes with a reduction of the speed limit to 20mph – at least through the core of the commercial district. (*Matt A.*)
 - Streetscape treatments (gateways) could be considered for Interstate and Watts. Some treatments may even extend to Lombard. (*Kathy M.*)
 - To what degree do citizens know about the Watts traffic island / pedestrian refuge and the Interstate MAX mitigation program? (*Jillian D.*)
 - The traffic circle considered for Watts might impede buses. But what about combining the pedestrian refuge island with curb extensions? (*David Z.*)
 - There may be a way to get some kind of island that would work for buses and emergency vehicles and trucks, but it may not be as effective for pedestrian safety. This intersection and potential treatments should certainly be looked at much more closely. (*Kathy M. / Scott B. / Matt A.*)
 - Let's get some photo examples of similar treatments done elsewhere in the City. (*Kate D.*)
 - While the ped refuge island currently going in at Watts may eventually be altered or removed by this Denver Avenue streetscape project, it will improve safety today and is therefore worth the effort and expense.
- **Green Streets and Stormwater Management**
 - TriMet is generally supportive of integrated stormwater management facilities. For example, see what's going on currently at Sandy / 39th. Stormwater swales can be incorporated into transit stops, but there has to be a balance between these facilities and the need to accommodate pedestrians and transit riders as they access transit. There is also a safety concern – keeping pedestrians out of swales. (*David Z.*)

- On-site and local stormwater treatment is a key goal (and a requirement) of the City – in the interest of controlling flooding, reducing sewer overflows, off-site treatment, etc. In addition to stormwater treatment, “green streets” can also be attractive and add to the overall character of the streetscape. (*Mike F.*)
- Reconstructing the street may require funds beyond those which can be provided through the urban renewal district. If federal dollars are used, additional requirements (related to the Historic District in particular) may be imposed. (*Kate D.*)