



Bureau of Planning and Sustainability

Innovation. Collaboration. Practical Solutions.

Barbur Concept Plan

COMMUNITY WORKING GROUP MEETING #6 - AGENDA

March 1, 2012

6:00-8:00 p.m.

Multnomah Arts Center, Room 30

Meeting objective: Continue discussion on the revised vision and goals; begin identifying alternative land use scenarios in preparation for the public workshop in April.

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|----|--|--------------------|
| 1. | Introductions / Public Comment / Review Feb. Meeting Summary and Evaluation / Announcements
(Jay Sugnet) | 6:00 - 6:10 |
| 2. | Short discussion about capacity, speed, and congestion
(Glen Bolen) | 6:10 - 6:25 |
| 3. | Vision and Goals (version 3) for the Barbur Concept Plan
(Jay Sugnet) | 6:25 - 6:55 |
| 4. | Creating Alternatives
(John Fregonese, Glen Bolen and Jay Sugnet) | 6:55 - 7:55 |
| 5. | Public Comment / Meeting Evaluation / Wrap Up
(Jay Sugnet) | 7:55 - 8:00 |

Materials:

- February CWG Meeting Summary/Evaluation
- Discussion Draft Vision and Goals version 3
- Meeting Evaluation (handout at meeting)



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April meeting objective: Follow-up on items from March; continue identifying alternative land use scenarios in preparation for the public workshop in April or May (including how to best engage the community in the alternatives discussion).

BARBUR CONCEPT PLAN

Creating a Long-Term Vision for Barbur Boulevard

COMMUNITY WORKING GROUP MEETING #5 SUMMARY

February 2, 2012

6:00-8:00 p.m.

Multnomah Arts Center, Room 30

Introductions / Review Jan. Meeting Summary and Evaluation / Announcements

Jay Sugnet opened the meeting at 6:02, and led off with introductions since we had a number of new guests in the room. Glenn Bridger suggested a clarification to last month's meeting summary regarding the need to be cognizant of potential conflicts between city zoning and private CC&R's (covenants, conditions, and restrictions).

December Open House Report

Morgan Tracy summarized the comments and suggestions staff heard at the open house and subsequent on-line survey.

Laura Campos noted that several people expressed that Barbur should be warm and cozy. She expressed caution that cozy can sometimes create an enclave that excludes others (notably people of color). She noted that it may not be possible to address in the context of the concept plan. Several CWG members described experiences that indicated the growing diversity in population in the Barbur Corridor, both residents and business owners. Folks acknowledged that continuing to increase diversity was important, and inclusivity should be an additional goal.

Prompted by a survey comment about Barbur be used as a long billboard for art, Phil Richman suggested considering removing commercial billboards from Barbur to improve the aesthetics. This prompted a discussion of the difficulties of removing billboards. Linda Niles noted that compensating the billboard companies would likely be required. Glenn Bridger added that billboards (on highways) are tightly controlled by the state and federal regulations.

SW Corridor Plan – progress to date

Malu Wilkinson, Talia Jacobsen, and Jamie Snook presented an update on the progress for the SW Corridor Plan. They covered what is on (just about everything except for what is off) and what is off the table (changing the function or capacity of I-5) in terms of alternatives. At this stage in the process the range of possible alternatives will be deliberately wide. These will later be screened and pared down to a more feasible selection for further evaluation, refinement, and ultimately packaged into "integrated strategies" which will form the preferred alternatives that will move into the federal permitting process, beginning in 2013. The presentation is available online at: <http://www.portlandonline.com/bps/index.cfm?a=384601&c=55309>

Roger Averbeck noted that there were 8 cities involved, but only 4 (Portland, Tigard, Tualatin, and Sherwood) were conducting land use plans. Malu responded that King City and Durham were coordinating with other cities, and Lake Oswego and Beaverton which are located on the edges of the corridor were coordinating with Metro to ensure that conflicts with their land use and transportation plans don't arise.

Don Baack suggested that metro use City crash data where available versus ODOT data. Talia responded that the data was being pulled from multiple sources covering 2007-2010. Kiel wanted to clarify that the function of Barbur was "on the table" for discussion. Talia confirmed that the reference to "Hwy 99W" includes Barbur.

Scott McClain wondered about the state of transportation funding, and how this plan would be implemented. Lidwien Rahman (ODOT) responded that revenue is declining with state gas tax, and bonds against future investments also limits available funding. Securing agreements from the implementation partners will be key not only to local source funding priorities, but also in leveraging federal transportation dollars.

Chris Smith asked if straightening the Terwilliger curves was on or off the table. Talia will check and report back.

Glenn Bridger asked about climbing lanes and addition of noise barriers. Talia will check and report back. Don Baack suggested that a baseline of noise data be compiled.

John Gibbon asked if more I-5 crossings was an idea that could be on the table. Talia confirmed that it was.

Roger Averbeck noted that there is reluctance (be it real or perceived) to do improvements in the SW because of the current status and uncertainty of this plan and future recommendations. Talia noted ODOT continues to do short term improvements (such as the recent crosswalk upgrades), and suggested that she send Jay regular updates from ODOT to distribute to the CWG of other projects in the area.

Bill Garyfallou urged ODOT and Metro to set the priorities as soon as possible to stimulate private property interest and investment, and provide more certainty as they prepare to make improvements of their property.

Jamie Snook described the Transit Alternatives Analysis (AA) process, which similar to the Transportation Plan, is beginning with a wide range of options. Jim Gardner asked whether reversible lanes (lanes switch direction based on peak direction flow) could be considered? Jamie reiterated that a wide range of alternatives are on the table. Don Baack stressed the importance of looking at feeder transit to get people to the HCT corridor. John Gibbon suggested looking at SMART (Wilsonville's transit system) as a model for local loop service. Roger Averbeck asked how low modal (bike/ped) use would influence transit decisions, if the low use was the result of inadequate available facilities. Jamie responded that the analysis looks at barriers and deficiencies in the system to address ways of improving system quality and function.

Kiel Johnson asked about speeding data. Jay asked the group to think about what we would learn from the speeding data. We know there is speeding along Barbur.. Talia noted that there was interest in gathering speeding data in this section of the corridor. She also noted that she will ask the consultant team to look at whether speed was a factor in the crash data.

Scott McClain asked if we were only looking at Barbur. Jay responded that the Barbur Concept Plan is, but Metro's process is looking at the whole corridor.

Roger Averbeck asked what the state policy was relating to preservation of park lands in these projects. Jamie noted that as part of the federal permitting process, any impacts to parklands must be identified, alternatives considered, impacts minimized, and mitigation proposed. In other words, the bar is higher for parkland acquisition. Glenn Bridger followed up with more detailed information on federal requirements for considering the use of parks or open space for transportation projects.

Vision and Goals (version 2) for the Barbur Concept Plan

Jay introduced the new and improved Vision statement and goals for the Barbur Concept Plan.

There were a few suggestions for incorporating a goal to address inclusivity and diversity. Laura Campos inquired where the reference to hills being on one side and the river on the other as a defining characteristic went. Jay noted that the vision and goals need to encompass the entire Barbur corridor, and that this particular defining element was most prominent in the northern section of Barbur. The vision intends to capture this concept in the last sentence; "the history of the boulevard is celebrated, and the character of the boulevard varies along its length."

John Gibbon noted that infrastructure costs and constraints must be part of the evaluation of where additional development is focused. (This is addressed to a large degree by the Equity and Efficiency Goals)

Scott McClain suggested adding "a place where people want to sustainably live, etc..."

But by and large the discussion focused on the first sentence, referring to Barbur's current use as a major thoroughfare and what sort of transformation is appropriate for its future. Roger asked whether transforming from something other than a thoroughfare is appropriate. John Gibbon and Jim Gardner agreed, noting that it needs to continue to handle incredible amounts of traffic. Glenn Bridger added that if the traffic is not on Barbur, then it will spill into the neighborhoods, where it's really not wanted.

A countervailing point was made by Kiel Johnson who expressed that to make these community places to live, work, play and learn, then Barbur shouldn't prioritize traffic. Bill Garyfallou suggested looking at places like Tanasbourne or Murray/Scholls. These areas have developed with higher densities of housing and businesses, reducing the need for people to travel long distances by car to get what they need. Successful nodes provide local alternatives. Laura Campos added that not everyone has cars, and the street needs to serve more types of users, and move away from an autocentric design. Sally Wilson asked the group to be aspirational, "if we say we want a thoroughfare, we'll get one, we need something better than that."

Chris Smith suggested deleting the word "thoroughfare" but others felt it was important that Barbur be acknowledged as such. Don Baack suggested that there may be different ideas of what a thoroughfare is. To him its 4 lanes. It should be mutually defined. Terri Preeg-Rigbsy suggested that the transformation be to a "transportation corridor..." to acknowledge the need to move people, but include more types of transportation options.

Jay wrapped up the discussion and offered that next time we will try to tackle the rest of the vision and goals.

Public Comment and Wrap Up

The meeting closed at 8:00, with no additional public comment.

CWG Members

Name (alternate)	Interest	Present
Roger Averbeck	Willamette Pedestrian Coalition, SWNI Transportation Committee, Ashcreek Neighborhood Association	Yes
Don Baack	Elderly, Pedestrian	Yes
Glenn Bridger	Hillsdale Neighborhood Association	Yes
Laura Campos	People of Color	Yes
Jim Gardner	South Portland Neighborhood Assoc.	Yes
John Garner	Education	No
Bill Garyfallou	Property Owner	Yes
Michel George	Education	No
John Gibbon	SWNI Land Use Committee	Yes
Mara Gross	Sustainability, Social Equity	No
Kiel Johnson (Phil Richman)	Bicycle	Yes Yes
Scott McClain	Markham Neighborhood Assoc. Disabilities	Yes
Sandy Morgan	South Burlingame Neighborhood Assoc.	Yes
Linda Niles	Crestwood Neighborhood Association	Yes
Terri Preeg Riggsby	Environment	Yes
Joseph Readdy	Homestead Neighborhood Association	No
Duncan Roberts	Business owner	No
Chris Smith	Transit, Transportation	Yes
Ken Williams (Victoria Knapp)	Business Owner	Yes No
Sally Willson	West Portland Park Neighborhood Assoc.	Yes

Staff and Consultants

Name	Representing	Present
Jay Sugnet	Portland Planning and Sustainability	Yes
Morgan Tracy	Portland Planning and Sustainability	Yes
Joan Frederiksen	Portland Planning and Sustainability	Yes
Amin Wahab	Portland Environmental Services	Yes
Shannon Axtell	Portland Environmental Services	No
John Gillam	Portland Transportation	Yes
Malu Wilkinson	Metro	Yes
Jamie Snook	Metro	Yes
Talia Jacobson	ODOT	Yes
Lidwien Rahman	ODOT	Yes
Glen Bolen	Fregonese Associates	No
C.J Gabbe	Fregonese Associates	No

Guests

Name	Name	Name
Paul Gleason	Bud Roberts	Stephanie (PSU student)
Lee Perlman	Kathy Garyfallou	Lindsey (PSU student)
Marianne Fitzgerald	Mark Bernard	Karin (PSU student)

FEBRUARY 2, 2012 CWG MEETING EVALUATION SUMMARY

1. Overall Meeting Quality <i>Average 4.3</i>	Poor				Excellent
	1	2	3	4	5
				9	3
2. Pacing <i>Average 3.2</i>	Too Slow	2	Just Right	4	Too Fast
		2	6	4	
3. Presentations <i>Average 3.8</i>	Poor				Excellent
	1	2	3	4	5
		1	2	7	2
4. Discussion <i>Average 4.1</i>	1	2	3	4	5
			3	4	4
5. Balance of Presentations & Discussion <i>Average 4.3</i>	1	2	3	4	5
			2	7	2
6. Materials / Documents <i>Average 4.0</i>	1	2	3	4	5
			2	7	2
7. Comments and Suggestions for Items 1 – 6, Above:					
Thanks!					
-Connections-					
8. Least Useful:					
<ul style="list-style-type: none"> ○ I am unclear on what data is available. Are there LULC maps? ○ Future reference to more meetings. ○ A group of 20+ people cannot wordsmith a vision, goals, and objectives statement in 100 years. 					
9. Most Useful:					
<ul style="list-style-type: none"> ○ Very much appreciate the Metro and ODOT presentations! ○ Presentations are redundant – all contain buzzwords: implementation, facilitates, strategies, goals. ○ I feel the group has worked on the process and cares deeply about the outcome. 					
10. Questions, Comments, or Suggestions for future meetings:					
<ul style="list-style-type: none"> ○ Thanks for the open house summary and actual comments. ○ BCP Vision and Goals are much improved. ○ Keep the jargon down. ○ Suggested additional goal “Ensure that plans and improvements support an environment where people of diverse ethnic groups, religions, and cultures feel welcome.” 					

DRAFT - February 21, 2012 - version 3

Vision

Barbur Boulevard is transformed ~~from a major thoroughfare~~ to a place where people want to live, work, play, and learn. The corridor safely moves automobiles, freight, pedestrians, bicyclists and transit riders and provides reliable transportation choices for all people. Businesses are investing and thriving and new locally owned and oriented businesses are opening. Housing is affordable and widely available and neighborhoods are connected to the boulevard. Landscaping, street trees, and stream crossings are incorporated into the fabric of the boulevard. The history of the boulevard is celebrated and the character of the boulevard varies along its length.

Goals

PLACES

- Create places where people live, work, play and learn in vibrant communities where their everyday needs are easily met
- Encourage transit-supportive housing and employment at appropriate locations
- Improve opportunities for affordable living, considering the combined housing, transportation and utility costs
- Provide for a diverse mixture of housing and commercial uses with abundant trees, sidewalks, and gathering spaces
- Build on existing community assets to make thriving places

MOVEMENT

- Provide for a safe, efficient, and reliable transportation network for all travel modes that enhances economic vitality and quality of life
- Improve access to employment, educational and commercial centers
- Support a wide variety of employment opportunities
- Improve freeway access and neighborhood connectivity
- Encourage the development of transportation facilities that support the natural environment and human health

HEALTH

- Improve the quality of air, water, and land resources
- Restore watershed health and habitat function, and enhance the natural environment
- Support active and healthy lifestyles
- Improve access to healthy food
- Improve access to trails, parks and natural areas

EQUITY AND EFFICIENCY

- Equitably distribute the benefits and burdens of growth
- Create a plan that is feasible, adaptable to future conditions, and capitalizes on opportunities as they arise
- Make investments that maximize limited resources with a focus on building basic infrastructure first
- Promote partnerships and collaboration between government, institutions, business and the community
- Protect historic and cultural resources
- Ensure that plans and improvements support an environment where people of diverse ethnic groups, religions, and cultures feel welcome