

Curtis Lucier  
Curt's Barber Shop  
8225 SW 19 AV  
Portland, OR 97219  
15 November 1999

RECEIVED

1999 NOV 17 P 5: 14

GARY BLACKMER, AUDITOR  
CITY OF PORTLAND, OR

BY \_\_\_\_\_

Re: Barbur Streetscape

Cay Kershner - City Recorder  
Rm. 802 City Hall  
1120 SW 5th AV  
Portland, OR 97204

Dear Ms. Kershner,

I regret that I will be unable to attend the meeting 8 December at City Hall. I am a sole proprietor.

Since 1969, I have had a barber shop at 8225 SW 19th Avenue. Over the years, I have noticed an ever diminishing number of people walking past my shop, which is located near the bridge immediately south of Barbur Blvd. It is true that three schools are within an easy walk, however most parents drive their children to and from school.

According to the plan, additional sidewalks are to be installed between the existing sidewalks and the roadway. This will have the effect of eliminating many parking spaces on both sides of the street. There are four businesses on the west side and a firm employing eight people on the other. I believe the impact would be catastrophic. As of now there exists a severe shortage of parking.

We have adequate sidewalks at the present. I hope common sense prevails, and that as few businesses as possible are affected. Thank you.

Sincerely,

*Curtis Lucier*

## TESTIMONY FOR THE BARBUR STREETSCAPE PLAN

I am Patty Lee, President of the Southwest Neighborhoods District Coalition. I am both excited and pleased to be here today to support a Plan that is, frankly, long overdue.

Barbur Boulevard is one of the most important streets in Portland. Yet, it has been neglected for years. How can it be that at the end of the century Barbur is still without sidewalks, safe crossings, and proper landscaping?

Barbur now is the home of many good businesses that provide jobs, and products and services for the surrounding communities. It is a long corridor in many ways disconnected from the adjacent neighborhoods. But there are also signs of decline. The Southwest neighborhood associations are alarmed at the proliferation of so-called adult entertainment all along the corridor.

Barbur has the potential to be so much more. It can support businesses and generate more jobs and housing. It can be an attractive, a true boulevard; a place that people want to come to.

Businesses on Barbur will always service people traveling by car. That is appropriate. But an auto orientation does not have to conflict with transit and pedestrians. Lack of sidewalks is a major impediment to pedestrians. One might walk in the street on a local neighborhood street, but not on a street like Barbur. A number of pinch points are particularly dangerous. Sidewalks should not just run the length of Barbur, but should also extend from Barbur into the adjacent neighborhoods. Knitting Barbur to those neighborhoods is an important concept of this Plan.

Sidewalks, of course, are not just important for the pedestrian mode. They are important for transit. Transit has a great potential on Barbur, but is limited because it is difficult to walk to and along Barbur. Current transit users take great risk sprinting across Barbur or standing in center left-turn lanes designed for cars. Safe crossings are desperately needed.

I want to remark on two aspects of the process used to develop this Plan.

- First, the Plan has true grass roots. It grew directly from the SWNI Transportation Committee in the spring and summer of 1998 that included members of the committee from the neighborhoods, PDOT, ODOT, Metro and Marc Zolton from Commissioner Hales office seeking solutions for Barbur Boulevard. The community selected the members of the Citizens Advisory Committee. A great partnership developed among city staffers, consultants and CAC members.
- Second, the Plan had to be completed within a short period of time with a strict deadline imposed by the TGM grant. The accelerated process worked well. The first CAC meeting was on January 5, 1999, and we had a largely finished plan by June of 1999 with several open meetings for the public to comment.

I urge you to adopt this Plan. It is well thought-out and deserves a favorable vote

# TESTIMONY SIGN-UP FOR

#1711 9:30 am Time Certain - Barbur Blvd. Streetscape

IF YOU WISH TO SPEAK TO THE CITY COUNCIL,  
PLEASE PRINT YOUR NAME AND ADDRESS BELOW

NAME

ADDRESS & ZIP CODE

✓ 1	Martie Sucec	} Following presentation by Bill Hoffmann
✓ 2	Don Baack	
✓ 3	Patty Lee	
✓ 4	Leonard Gard	
✓ 5	Ellen Vanderslice	2951 NW Raleigh St 97210
✓ 6	Helen Farrens	3956 SW Condon Ave.
✓ 7	DOUGLAS TENNIN	6444 SW CAPITOL
✓ 8	Greg Olson	4306 SW Galeburn 97219
✓ 9	Rick Seifert	2115 SW TYROL 97201
✓ 10	Jung Park	TRI-Met 710 NE Holiday # 97232
11	<del>Please call young</del> Jennifer Lesnau - Thomas - Bill H	
12		
13		
14		
15		
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17		

Date: 12/8/99

Page 1 of

City of Portland  
City Council Members  
1120 SW Fifth Avenue  
Portland , Oregon 97204

December 8 , 1999

## Re: The Barbur Boulevard Streetscape Plan

I strongly support the Barbur Boulevard Streetscape Plan with just a couple of exceptions.

The first exception is the weak Vision Statement (pg.8) . It does not create a clear image of what Barbur Boulevard will look like when the improvements are done and redevelopment occurs. For example " while pedestrians ,bicyclists and transit riders are far more comfortable than they were before".

The second exception is the lack of implementing Metro's 2040 Functional Plan . In Title 6 Section 2 Metro states " Boulevard designs may include up to four lanes and on-street parking. Fewer lanes may be appropriate in some situations , particularly when necessary to provide on street parking". We have been down this road before with MLK Boulevard. Spending money to remove on - street parking and then spending more money to put on - street parking back when all the businesses start failing.

I find it confusing that Outstanding Issues falls under Implementation Chapter 7. And the first issue is on - street parking . The plan is recommending that on street parking be removed , just the opposite of what Metro recommends. I disagree that " if on street parking is provided it will be at the expense of a comfortable pedestrian space".(pg.67-68 #2).

We should be finding ways to add as much on street parking in Town Centers, Regional Centers City Centers and quite frankly with in the whole city of Portland if we are going to continue to take on all this growth and density.

Sincerely,



Douglas Merrill  
Bertha Station - Hillsdale  
6434-6446 SW Capitol  
Portland , Oregon 97201

## Exhibit B

### Revisions to Barbur Streetscape Plan Document

- Text, page 13, paragraph 2:  
remove paragraph starting with *"In addition, the vision statement..."*
- Text, page 40, paragraph 2:  
"This section of Barbur offers auto-oriented land uses, but *is* without...."
- Box, page 47, # 2:  
"bring improvements to areas that haven't received improvements lately *and* are...."
- Diagram, page 50:  
shift *"The Historic Highway"* closer to upper diagram
- Map, page 52 and 53:  
correct orientation of north arrow; add note by Safeway store on Multnomah Blvd.  
*"Examine improved bike access"*
- Map, page 57, 58 and 59:  
add note *"Refer to map on page 52 and 53 for a more refined description of the phase 1 demonstration project and project boundaries"*.
- Map, page 63:  
add note *"Alternative bike/pedestrian connection"* to dashed path on north end of map
- Map, page 65:  
revise note to "New crosswalk *and bike safety improvement* by Hamilton Project"
- Text, page 70, "Burlingame District, from Bertha Boulevard to SW 13th":  
new paragraph *"Further traffic analysis is needed before making improvements to 13<sup>th</sup> Avenue. The analysis should consider the impacts of possible traffic diversion resulting from the improvements and recommend appropriate steps for mitigation. The adjacent neighborhoods should be involved in this process and the resolution should be a consensual effort."*
- Text, page 71, paragraph 4:  
remove redundant *"over"*

PORTLAND OFFICE OF TRANSPORTATION  
COUNCIL CALENDAR ITEM

Halse

35848

Council Calendar No. \_\_\_\_\_

Submitted for Council Consideration on: December 8, 1999 Regular Agenda

DESCRIPTION: A Resolution adopting the Draft Barbur Boulevard Streetscape Plan.

BACKGROUND: The Barbur Boulevard Streetscape Plan will identify locations for future sidewalks and trees, improve and provide safe pedestrian crossings, enhance transit access and stop locations, provide connections to key attractions and adjacent neighborhoods, maintain existing bicycle lanes and improve the corridor's visual character through landscape and streetscape improvements. The plan study area extends 400 ft. on either side of Barbur Boulevard between SW Lane Street and SW 65<sup>th</sup> Avenue.

The genesis of the Barbur Boulevard Streetscape Plan was in early 1997 when ODOT began planning a repair project for Barbur Boulevard. Many community members called for a separated sidewalk and landscaping. This was beyond the scope of the ODOT preservation project. Beginning in the spring of 1998, staff from ODOT and PDOT met with an ad hoc community advisory group to see if a reasonable course of action to achieve these goals could be identified. In June 1998, PDOT applied to the State for a TGM Grant to do a streetscape plan for Barbur Boulevard. In August of 1998, the State awarded the grant to PDOT.

The SWNI Board appointed a CAC for the Barbur Boulevard Streetscape Plan. Each neighborhood along the length of the project was represented, and there were also a number of representatives of business interest, including a member of the Southwest Business Association. The CAC met eight times during the course of the project. In addition, three public open houses were held. Public input was further solicited using a questionnaire, which was administered on the Internet and in paper copies. The Barbur Boulevard Streetscape Plan is recommended for approval by the Barbur Boulevard Streetscape Plan Citizen Advisory Committee and the SWNI Board of Directors.

The CAC chose a section of Barbur Boulevard between SW 19<sup>th</sup> and SW Alice for a demonstration project. This area was chosen over others because it has significant redevelopment potential and close proximity to the Multnomah neighborhood. Preliminary estimates for the demonstration area projects put the cost at \$1.94 million in 1999 dollars.

ISSUES: The plan recommends the removal of approximately 154 parking spaces (49 signed and 105 unsigned) between 13<sup>th</sup> and 60<sup>th</sup> Avenues. This may be an issue for some property and business owners. However, the plan also specifies that the timeline for removing parking will vary. Where existing facilities are dependent on on-street parking because they do not have adequate on-site parking, these businesses will be examined on a case-by-case basis for exceptions to the general concept of removing on-street parking.

POTENTIAL  
PROBLEMS:

None.

RECOMMENDATION: Pass Resolution

Can be delayed  week(s), if necessary

Fiscal Review by \_\_\_\_\_

Should be filed this week.

No impact at fund level  \_\_\_\_\_

\* Must be filed this week.

Impact on Fund: \_\_\_\_\_

Contact Person Bill Hoffman will/will not attend Council session.  
Phone No. 823-7219

## Exhibit B

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remove redundant ***"over"***



35848

# BARBUR BOULEVARD



## STREETScape PLAN

DRAFT

June, 1999  
City of Portland  
Office of Transportation  
Engineering and Development  
Pedestrian Transportation Program



City of Portland Transportation and Engineering  
Pedestrian Transportation Program  
(503) 823-7004  
e-mail: pedprogram@trans.ci.portland.or.us

June, 1999

This compact disc is a companion document to the paper publication, Draft Barbur Boulevard Streetscape Plan. On this disc are digital versions of the large scale graphics from the draft plan. These include PDF files representing the large color maps of the streetscape plan and the demonstration project area, and PDF and CADD files of the existing conditions maps. The files are arranged in 3 sub-directories on this CD. They are as follows:

### **Streetscape Plan PDF Sub-directory**

Four color PDF files of the overall streetscape plan and one file of the demonstration project area.

### **Existing Conditions PDF Sub-directory**

Four PDF files in the horizontal format with white images on black background. (Caution: printing these files may use excessive toner from your printer cartridge.) Four PDF files in a vertical format with black images on white background.

### **Cad Drawings Sub-directory**

The CADD files can be read using Autodesk AutoCAD(r) software. The directory for the CADD files contains layers for existing roadway, lane markings, right-of-way boundaries, sewer lines, catch basins, street-lighting, buildings, and other pertinent information that may be of use for project development within the Barbur Boulevard Streetscape Plan area. This is the base information used to make the Existing Conditions PDF files.

To read the PDF files, you will need Adobe Acrobat(r) Reader version 4.0. Older versions of Acrobat Reader may be able to read the PDF files of the existing conditions, but the larger color PDF files of the streetscape plan and demonstration project may not be readable. We recommend that you upgrade to version 4.0 or if you do not already have this software, you can download it for free from the Adobe website. Point your browser to <<http://www.adobe.com/prodindex/acrobat/readstep.html#reader>> and follow the instructions.

**RESOLUTION No.**

**35848**

Adopt the recommendations contained within the Draft Barbur Boulevard Streetscape Plan. (Resolution)

WHEREAS, Southwest Barbur Boulevard is an important corridor serving many modes of transportation and is a major transit route linking Southwest Portland neighborhoods to the central city; and

WHEREAS, the sixteen member Barbur Boulevard Streetscape Plan Citizen Advisory Committee adopted objectives for the plan to:

- ensure that walking is a safe and convenient mode of travel in the Barbur Boulevard corridor;
- improve access to transit, schools, shopping, places of employment and recreational opportunities;
- improve the visual characteristics of the Barbur Boulevard corridor;
- identify where new development and redevelopment should install sidewalks, street trees and pedestrian amenities in and adjacent to the Barbur corridor; and
- preserve the functional use of Barbur Boulevard for vehicle traffic; and

WHEREAS, the Barbur Boulevard Streetscape Plan will identify locations for future sidewalks and trees, improve and provide safe pedestrian crossings, enhance transit access and stop locations, provide connections to key attractions and adjacent neighborhoods, improve the corridor's visual character through landscape and streetscape improvements and maintain existing bicycle lanes; and

WHEREAS, the Barbur Boulevard Streetscape Plan is recommended for approval by the Barbur Boulevard Streetscape Plan Citizen Advisory Committee and the SWNI Board of Directors;

NOW THEREFORE, BE IT RESOLVED, that the City of Portland recommends adoption of the Barbur Boulevard Streetscape Plan attached as Exhibit A with amendments attached as Exhibit B; and

BE IT FURTHER RESOLVED that staff is directed to engage in activities aimed at implementing the improvements described in the Barbur Boulevard Streetscape Plan; and

BE IT FURTHER RESOLVED that the City Council gratefully acknowledges the excellent work and dedication of the members of the Barbur Boulevard Streetscape Plan Citizen Advisory Committee and the other community members who helped shape the plan through participation in the planning process.

Adopted by the Council,

DEC 08 1999

Commissioner Charlie Hales  
Bill Hoffman:slg  
November 30, 1999

GARY BLACKMER  
AUDITOR OF THE CITY OF PORTLAND

By

*Betta Olson*

DEPUTY

1711

Agenda No.

RESOLUTION NO.

35848

Title

Adopt the recommendations contained within the Draft Barbur Boulevard Streetscape Plan. (Resolution)

INTRODUCED BY	Filed: <b>DEC 3 1999</b>
Commissioner Charlie Hales	Gary Blackmer Auditor of the City of Portland
NOTED BY COMMISSIONER	
Affairs	
Finance and Administration	By: <u>Gay Kershner</u> Deputy
Safety <i>Charlie Hales sdc</i>	For Meeting of: _____
Utilities	
Works	
BUREAU APPROVAL	ACTION TAKEN:
Bureau: Transportation Engineering & Development	
Prepared by <i>WST</i> Date Bill Hoffman:slg November 30, 1999	
Budget Impact Review: <input type="checkbox"/> Completed <input checked="" type="checkbox"/> Not Required	
Bureau Head: <i>BW</i> Brant Williams, P.E.	

AGENDA		FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS:	
			YEAS	NAYS
Consent	Regular <input checked="" type="checkbox"/>	Francesconi	Francesconi	<input checked="" type="checkbox"/>
NOTED BY		Hales	Hales	<input checked="" type="checkbox"/>
City Attorney		Saltzman	Saltzman	<input checked="" type="checkbox"/>
City Auditor		Sten	Sten	<input checked="" type="checkbox"/>
City Engineer: Brant Williams <i>BW</i>		Katz	Katz	<input checked="" type="checkbox"/>
Approved By:				