

Foster Road Transportation and Streetscape Plan Update

AGENDA

Stakeholder Advisory Committee #2

October 17th, 2012

6-8:00pm

SE Works

7916 SE Foster Road
Portland, Oregon 97206

1. Welcome/Introductions
2. Review SAC minutes
3. Project update
4. Review and adopt Project Goals
5. Review Existing Conditions & Opportunities Report
6. Ideas for near-term implementation
7. Next Steps
8. Public Comment

Light snacks and refreshments will be provided.

Project website:

<http://www.portlandoregon.gov/transportation/57866>

FLIP website:

<http://www.pdc.us/our-work/urban-renewal-areas/lents/current-projects/flip.aspx>

Foster Road Transportation and Streetscape Plan Update

Stakeholder Advisory Committee #1

Meeting Notes

September 19th, 2012, 6:00 PM
SE Works, 7916 SE Foster Road

Welcome/Introductions

The meeting convened at 6:05 PM.

SAC Members in attendance: Nick Falbo, Nancy Chapin, Seth Richardson, Nick Christensen, Dan Campbell, Erika Palmer, Marcel Hermans, Christian Smith, Bob Kellett, Matt Froman, Kelsey Denogeon, Kathryn Doherty-Chapman, Tyler King, Sue Staheli

SAC Members not in attendance: Ty Olson, Mandy Isaacs, Adam Simmons, Eric Kellon, Jeff Bieker

Staff in Attendance: Mauricio Leclerc, Grant Morehead (Bureau of Transportation)

Public in Attendance: Cora Potter, John Mulvey, Will Cosgrove, Carolee Harrison, Tamara Tiemeger, Sia Sellu, Dan McElligott

Process and scope

Mauricio Leclerc explained the process and scope of this project. We will update the 2003 Foster Road Transportation and Streetscape Plan and develop a prioritized capital project list. PBOT has \$3.25 million in capital funding available in 2014, awarded as part of the Regional Flexible Funds program. \$1.25 million is federal money, with the Portland Development Commission providing an additional \$2 million. The process is expected to take approximately 6 months, after which the updated plan will go before the Planning and Sustainability Commission and the City Council for endorsement.

This process is part of the Foster Lents Integration Partnership (FLIP) – a partnership among the City Bureaus of Transportation, Water, Parks, Environmental Services, and the Portland Development Commission. The Streetscape Plan update is the major transportation element of the FLIP project.

Staff requests that all attendees sign in at each meeting. If non-SAC members would like to be placed on the project email list, please provide contact information on the sign-in sheet.

Stakeholder Advisory Committee (SAC)

The SAC will serve an advisory role to City staff throughout the plan process. At the first meeting we will discuss goals and objectives of the process; at the second meeting we will review existing conditions, and by third we should be developing alternative scenarios for analysis. Meetings will be held approximately every month (as needed), from 6 -8 PM at SE Works. 50% attendance will be considered a quorum if any voting is anticipated (this will become important as we develop recommendations). Staff requested that SAC members

identify an alternate member who can attend if the regular member is unavailable for a meeting.

The goal of SAC meetings is to encourage conversation and to allow all voices to be heard. Understanding that, there will be a need for additional communication outside of the meetings. Mauricio asked that members use him as a conduit for information sharing, in order to ensure that the number of emails sent to the entire group does not become unmanageable.

A SAC member asked about the lack of ethnic diversity on the panel. Staff made several attempts to reach out to the Latino and Eastern European communities, to no avail. Suggestions for additional SAC members who can represent diverse communities are welcome.

Project Goals

Mauricio walked the group through the goals from the 2003 Streetscape Plan. The intention is to use these as a starting point to develop new goals for the updated plan. The “recommended actions” identified in the 2003 Plan will be revised or re-affirmed through this process. For now, the focus is on the goals. The following were points of emphasis and discussion:

- It is implied, but would like to see something explicit about making the area as a good place to do business.
- The goals should have a stronger economic development component and more of a FLIP tie-in.
- There needs to be an emphasis on stormwater, habitat, and other “green” concepts.
- There needs to be an equity component (i.e., the benefits and burdens of change will be equally shared).
- Are all the goals equally weighted?
 - Yes, generally speaking.
- The transit goal is too broad. It needs to consider access, and the overall riding experience.
- What is “an acceptable level of service?”
 - In engineering terms “level of service” refers to motor vehicle traffic delay at intersections on a scale of A-F (F being the worst). City Code provides regulations we are bound to follow, but ideally we will reach agreement on what acceptable traffic impacts are.
- The goals should clarify that “vehicles” refers to specifically to motor vehicles.
- The transit goal should emphasize internal circulation as well as regional access. Also, it should anticipate long term improvements such as a future streetcar line.
 - Note: “Transit” refers to public transportation.
- The transit goal should emphasize improving overall service, not just speed.
- The streetscape goal should emphasize “live, shop, work” with the “walk” portion moved to the pedestrian travel goal.
- The bicycle travel goal should emphasize both a local access and mobility (i.e., commute route) goal.
- The streetscape goal should include the words “linger” or “play.”

- The pedestrian travel goal should include minimizing crossing distances.
- Bicycle travel should mention bike parking.
- Should skateboards be acknowledged in the goals?
- Vehicles: Parking should be included in the goal language. Driveway consolidation and shared parking arrangements should be included.

Marcel Hermans presented the Foster Road Coalition Vision Document. He noted that it has been endorsed by the Foster Area Business Association, the Foster-Powell, Mt. Scott Arleta, and Creston Kenilworth Neighborhood Associations. A representative from Lents noted that their Neighborhood Association has not endorsed the document. Marcel noted that it is intended to be a "living document" that can help guide the development of recommendations for the plan update.

Next Steps

A SAC member asked about the project budget. Staff noted that the streetscape plan update is funded with PBOT money that is also used for the FLIP project, and is not part of the \$3.25 million Regional Flexible Funds grant. Once the plan update is adopted, then the \$3.25 million grant will be spent on construction of priority improvements. The work will be competitively bid to a private engineering firm.

A SAC member asked about the selection process for SAC members. Staff responded that members of the 2003 SAC, neighborhood associations, business associations, modal advocates, schools, and minority groups were contacted. A key factor in the composition of the SAC was to have membership that can represent broad groups, while keeping the size manageable.

For the next meeting, staff will revise the goals based on the feedback today. In addition, staff will finalize an existing conditions report to be presented at the next meeting. A new doodle poll will be created to schedule the next three meetings.

FLIP will have a next Open House on October 10th in Lents Town Center. Everyone is welcome to participate.

Fun of Foster is taking place next September 29th. Everyone is welcome to come.

Public Comment

There were three public comments:

- 1) Is there an outreach budget? The project would benefit from greater public awareness and participation. It was suggested that the Office of Neighborhood Involvement could help in this regard.
- 2) Is the Foster Road Coalition document really a living document? Marcel responded that it is. Mauricio noted that while advocacy and ideas are welcome, we should resist getting too attached to them or oppose them prior to letting the process evaluate their merits and trade offs. We will use a mix of qualitative and quantitative measures to develop the plan recommendations.
- 3) Will voluntary labor be able to participate in the implementation?

- a. Due to the use of Federal funds and associated Prevailing Wage requirements, that is very unlikely. But perhaps there may be some opportunities for the public to take on other element features of the corridor.

The meeting adjourned at 7:35 PM.

Foster Road Transportation and Streetscape Plan Update

Project Goals

Streetscape: Make the street a safe, pleasant, attractive and comfortable place to ~~walk~~ live, shop, work and linger.

Access: Improve access from Foster to adjacent businesses and residential neighborhoods for all modes.

Pedestrian Travel: Create a safe walking environment for pedestrians ~~walking along and across the street on Foster,~~ with enhanced safer crossings and shorter crossing distances.

Motor vehicles: ~~Provide~~ Create a safe corridor for motor vehicle travel ~~that maintains an acceptable level of service and ensures with~~ smooth, consistent traffic movement. Provide adequate on-street parking, access opportunities, and encourage the shared use of off-street parking.

Transit: Improve transit quality of service on Foster, maintaining and improving access for local and regional trips, and preserving right-of-way for future high capacity transit.

Bicycle Travel: Create a safe, attractive, and comfortable cycling environment on Foster for both local and non-local trips, and provide safe crossings and adequate bicycle parking. Ensure bicyclists can safely ride on and cross Foster, and access Foster area businesses.

Green infrastructure: Provide opportunities for additional street tree canopy and stormwater management features on Foster.

Equity: Strive for an equitable distribution of the benefits and burdens of change among the area's diverse communities.

Note: underlined means new language. Strikethrough means language to be deleted.