

# Foster Road Transportation and Streetscape Plan Update

## Stakeholder Advisory Committee #2

### Meeting Notes

October 17<sup>th</sup>, 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, Cora Potter (alternate for Nick Christensen), Roseva Saa, Dan Campbell, Erika Palmer, Marcel Hermans, Christian Smith, Bob Kellett, Matt Froman, Mandy Isaacs, Ty Olson, Kelsey Denogon, Kathryn Doherty-Chapman, Adam Simmons, Tyler King, Sue Staehli

**SAC Members not in attendance:** Jeff Bieker

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

**Public in Attendance:** John Mulvey, Tamara Tiemeger, Brett Holycross, Nicole Green, John C. Green, Jeff Lynott

#### Review SAC #1 Notes

The notes were approved without amendment.

#### Project update

Eric Kellon from the Arleta School will not be participating as a SAC member. We do have a new SAC member: Roseva Saa, representing Portland Mercado.

#### Review and adopt project goals

Staff presented revised goals based on the conversation at the first meeting. On the access goal, members were concerned about the phrase "improve access from Foster," and changed the language to "provide balanced access to and from Foster." On the transit goal, members felt that "preserving right-of-way for future high capacity transit" might unintentionally limit design options, particularly in the near-term. Staff noted that all goals will be considered equally when evaluating options. However, to avoid confusion, this phrase was deleted. The goals were adopted as follows:

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

**Access:** Provide balanced access to and from Foster to adjacent businesses and residential neighborhoods for all modes.

**Pedestrian Travel:** Create a safe walking environment for pedestrians on Foster, with enhanced safer crossings and shorter crossing distances.

**Motor Vehicles:** Create a safe corridor for motor vehicle travel with smooth, consistent traffic movement. Provide adequate on-street parking, access opportunities, and encourage the shared use of off-street parking.

**Transit:** Improve quality of service on Foster, maintaining and improving access for local and regional trips, including future high capacity transit service.

**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.

**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.

#### Review Existing Conditions Report

Staff reviewed the [Existing Conditions Report](#). There is an error on page 28 regarding the number of traffic signals in the study area. This will be corrected. SAC members are asked to review the report and come back next time with any comments.

A SAC member asked about the signal timing on 52<sup>nd</sup> and Foster. Wait times can be very long, and green time can be very short. Staff noted that this signal is controlled by ODOT, and is tied to the signal at Foster and Powell. We will get more information about this for the next meeting.

A SAC member asked about the minimum lane width required for a streetcar. → Streetcars require an 11-foot travel lane. If the lane is adjacent to parking, the parking lane must be 8 feet wide.

A SAC member asked about Transportation System Plan (TSP) street classifications. Can they be changed during this process? → The TSP is currently undergoing an update, scheduled for completion in 2013. This process can recommend changes to be incorporated in the TSP update.

A SAC member asked if there has been a reduction in crashes at median island locations. It is likely too early to tell, because they have only been there a few years and since relatively few crashes involve pedestrians. Staff will take a look at the data and report back with any potential findings.

#### Ideas for near-term implementation

As we develop the updated streetscape plan, there are three broad categories into which projects and improvements can fall: 1) changes to the street cross section, 2) crossing improvements (location and type will need to be decided), and 3) streetscape elements (trees, ornamental lights, benches, etc.).

However, there may be an opportunity to implement some crossing improvements in the near-term, much sooner than the 2014 timeline for implementation of the \$3.25 million project. SAC members were asked if they would support near-term implementation of rapid flash beacons, similar to the one at Foster and 80<sup>th</sup>. There was general support for the idea. Priority locations should be chosen based on factors such as transit ridership, adjacent land use, crash history, and compatibility with potential changes to the roadway cross-section.

#### Next Steps

Staff will bring a list of prioritized locations to the next meeting and will have an update on potential funding for near-term projects.

#### Public Comment

The following ideas were discussed during the public comment period:

- Bus stop relocation: As part of the plan update, we should evaluate and coordinate the locations of protected crossings and bus stops, including relocating stops if necessary
- Speed: the actual speed of vehicles may not be the issue, but rather that motorists don't stop for pedestrians, creating a perception of an unsafe environment
- Are we updating the entire plan, or only up to \$3.25 million?
  - Both. We will come up with \$3.25 million in projects to be built in 2014, but the plan will go beyond that.
- Beyond 2014, there will be opportunities for further grants through the Regional Flexible Fund process. There are other options, such as Local Improvement District, that can be explored at the request of property owners.
  - Nick noted that there is a particularly motivated community that will be willing to advocate for more regional funding.
- Marcel asked about Transportation Systems Development Charges (TSDCs), and how they can be used for capital improvements. Under Oregon law, TSDC funding must go toward capacity enhancements. → There is a TSDC-eligible project on Foster Road from SE 136<sup>th</sup> Ave east to the City limit; this project will eventually widen the roadway to three lanes, add bike lanes and sidewalks.
- It was recommended that a demand survey be conducted for on-street parking. There may be areas where demand is low enough that the space can be re-allocated.

The meeting adjourned at 7:50.