

Foster Road Transportation and Streetscape Plan Update

Stakeholder Advisory Committee #5

Meeting Notes

February 21st, 2013, 6: 00 PM
SE Works, 7916 SE Foster Road

Welcome/Introductions

The meeting convened at 6:05 PM.

SAC Members in attendance: Nick Falbo, Dan Campbell, Nancy Chapin, Roseva Saa, Marcel Hermans, Bob Kellett, Matt Froman, Christian Smith, Kelsey Denogeon, Tyler King, Nick Christensen, Kathryn Doherty-Chapman, Zach Kronser (alternate for Sue Staehli), Cora Potter (alternate for Adam Simmons)

SAC Members not in attendance: Adam Simmons, Ty Olson, Mandy Isaacs, Jeff Bieker, Erika Palmer-Wilson, Seth Richardson

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

Public in Attendance: Nicole Green, Brett Holycross, Jeffrey Lynott, John Mulvey, Zef Wagner, Dan Sharar, Dan McElligott, Patrick Fuller, John Clark, Buck Froman

Review SAC #4 Notes

Tyler King and Nick Christensen noted that they were present at the last meeting. The notes will be amended to reflect that. SAC members are encouraged to sign in at each meeting. The notes were approved as amended.

Project Update

The rapid flash beacon at 60th is now operational. Several SAC members indicated that they have used it.

PBOT applied for additional construction funding on Foster through the Statewide Transportation Improvement Program. The proposal has made the first cut and is on the 150% funding list. We will find out if it makes the 100% funding list in the spring or early summer.

FLIP is hosting an open house on February 28 from 6-9 PM, at the Whitman-Arleta Building.

[Evaluation of cross section alternatives for each segment \(this text contains a link to a .pdf of the SAC presentation\)](#)

The analysis of options consisted of 22 measures, grouped according to the goals for the project, and presented as a large matrix within a summary report. Some of the measures included cost, safety, pedestrian environment, traffic, transit, streetscape, parking, bicycling, among others. Staff provided additional detail analysis for four main elements:

bicycle demand analysis, traffic demand analysis, parking analysis, and a land use forecast for the area adjacent to Foster Rd.

Bicycle demand analysis: Metro recently developed a bicycle demand model, and this is the first time it has been used on a project level. The model shows that introducing bike-specific infrastructure on Foster will result in approximately a 60% increase in ridership on Foster over the no-build scenario. This is a corridor-wide average; some intersections will see much higher percent increases. Some of the increase is due to cyclists diverting to Foster from less direct neighborhood routes.

Traffic demand analysis: The study examined the traffic impacts of reducing the number of motor vehicle travel lanes from 4 to 3 (1 in each direction, and a center turn lane). Further analysis is required; **the results presented are for the PM peak hour only, in the year 2035.** Further analysis will show more detailed numbers and at different times of the day.

The base case is the expected traffic level in the year 2035 under existing traffic configuration with four travel lanes. It assumes traffic levels will be higher than they are today as a result of city and regional growth. In a 2035 lane reduction scenario, the model shows that Foster will have less traffic than it would under the 2035 base case. This would be the result of about 30 percent of the traffic (**during the one hour PM peak hour heading east**) choosing alternative routes. As a result, Powell Blvd, 52nd, 82nd and Woodstock would see minor increases in traffic during the PM hour. Holgate Blvd will see a larger increase in traffic, about doubling with the addition of about 250 cars (about 4 additional cars per minute) just east of 63rd but it will still be below capacity (left turns from eastbound Foster onto Holgate are permitted in this scenario). The additional traffic on Holgate would have local destinations to the east of 63rd. Drivers choosing alternative routes to Foster during the peak would have the effect of removing traffic from Foster, leading to a reduction in average traffic speed on Foster of about 2 mph compared to the base case, smaller than it would be otherwise with additional traffic.

Parking analysis: An inventory of existing parking and utilization was conducted in January. Parking usage was observed one time each during the mid-morning, lunch hour, mid-afternoon, and evening. The results show the following average occupancy over those 4 periods:

- Gateway District (Powell-52nd): 8%
- Western Corridor (52nd – Holgate): 23%
- Heart of Foster (Holgate – 67th): 42%
- Central Corridor (67th – 80th): 6%
- Crossroads District (80th – 84th): No parking allowed
- Eastern Corridor (84th – Couplet): 6%

The observation showed some clusters of more highly used parking, particularly in the Heart of Foster and Western Corridor, generally near commercial establishments like bars, restaurants, and the plumbing supply store. Mid afternoon usage was the highest in all segments. In the “protime” parking segment (north side, east of 72nd) no parked cars were observed in any of the 4 time periods. It is important to note that as land use changes and properties redevelop, the demand for on-street parking is expected to grow.

Land Use forecast: The Bureau of Planning and Sustainability provided a development forecast for 2035, based on existing zoning capacity on Foster. Results are below, with new development fronting Foster Rd reported first (development within 0.25 miles of Foster in parentheses):

- 1,000 new households (3,300 total)
- 2,000 new residents (7,000 total)
- 800 new residential parking spaces (3,000 total)
- 850 new employees (2,100 total)

Evaluation Matrix: Staff presented an evaluation matrix to judge each option against the goals established at the beginning of the process. It is intended to be a guideline that shows high-level tradeoffs between different options. There is no weighting applied, although the different numbers of criteria in each category do provide more significance to some over others. For example, cars (motor vehicles + parking) have a total of 7 criteria, whereas cost has only 1. However, cost will be a significant factor in selecting a full-corridor option that can be realistically funded and built. The primary purpose of the evaluation criteria matrix is to make informed choices when developing corridor-length options, and to see how unique characteristics of the 3 corridor segments should be factored in.

One measure, safety, showed an expected 29% reduction in crashes if the roadway is reduced to 3 lanes from 4, based on an AASTHO study (American Association of State Highway and Transportation Officials). This number was challenged at the meeting as another study was cited that showed no safety improvement. A link to the report would be provided. [*The Federal Highway Administration [conducted a study that disaggregated the data \(link\)](#), and showed that in a suburban environment applicable to Foster, such a lane reduction results in a Crash Reduction Factor of 19%. (The value was 47% on rural roads).*]

[Development of Foster Rd cross section alternatives \(this text contains a link to a .pdf of the SAC presentation\)](#)

Based on the results of the preliminary analysis and evaluation criteria, staff recommends the following 5 full-corridor options advance:

- **Existing** (no-build)
- **Protime parking with bike lanes** (all parking would be restricted in the peak direction, with a curb-tight bike lane on both sides)
- **3-lane with bike lanes** (all parking would be removed on the north side east of 72nd)
- **3 lane with cycletracks** (east of Holgate, this option is the same as 3-lane with bike lanes. From 52nd to Holgate, the road remains 4 lanes, with bikes in a cycletrack in the sidewalk corridor)
 - There are 2 sub-options: **a)** one that reduces the sidewalk width west of Holgate to 12' in order to retain 4 lanes and maintain greater separation between bicycles and pedestrians, and **b)** one that provides a 3-foot buffer for the bike lanes east of 72nd by removing all on-street parking.
- **4-lane with bike lanes** (this option maintains 4 travel lanes, and adds bike lanes by removing all on-street parking east of 72nd, and removing on-street parking on the north side west of 72nd).

SAC members voiced the following main concerns about the corridor-length options:

- The cycletrack in the pedestrian zone will degrade the pedestrian environment and disallow café seating.
- The protime-only option looks difficult to implement. Are there examples of this?
 - (answer: there are not.)
- Why is there a buffer between bikes and parked cars (protime option), but not for cars adjacent to the travel lane in most of the other options?
 - (answer: it is for the door zone)
- What about an option that has no bike lane east of 82nd, and uses Ellis instead?
 - The issue with this is how do eastbound cyclists cross Foster? Signalization would likely be needed, but this has not been examined in detail yet. Staff has focused so far on getting a bike lane across 82nd, for which there is a preliminary design in the SAC presentation linked above. Also, it is likely that cyclists would continue east on Foster even without bike lanes, rather than wait to cross Foster, ride on Ellis for a few blocks, then rejoin the existing bike lane at SE Couplet St.

Next Steps

The traffic analysis will continue, and the impacts of the full-corridor options on parking, transit operations, the pedestrian environment, safety, and other criteria will be evaluated.

The project schedule currently shows a complete cross section recommendation by May. We need to know the cross section in order to move ahead on designing the 3 remaining rapid flash beacons, and to begin design of the streetscape and safety elements to be constructed with the \$3.25 million grant. We will discuss this in more detail at the next SAC meeting.

Public Comment

A question was asked about the PDC money used as a match for the federal grant. Is it obligated to fund specific elements (safety or streetscape elements), or is it more flexible?

- \$2 million from the Lents Town Center Urban Renewal Area was offered as a local match in the application for \$1.25 million in federal funding awarded last year. This is considerably more than the minimum required match of approximately 10%. The degree of flexibility we have in how to apply the local funding, and what project elements it can be used to build, will be negotiated with ODOT as design progresses. However, we will need to stick with the general theme in the original grant application that focused on safety and streetscape improvements.

A commenter asked about the segment from Powell to 52nd. That doesn't appear to be part of the ongoing analysis.

- We are not proposing cross section changes in that segment, but streetscape elements could be built there based on the recommendations of the 2003 Plan and this update.

A commenter asked about bus stop spacing. Have we looked at that?

- Not yet, as the analysis so far has focused on the impact on transit travel time. TriMet is represented on the Technical Advisory Committee, and we will ask them to take a look at this corridor.

There is concern about traffic diversion onto local streets. Can mitigation be factored into the cost?

- Little if any diversion onto local streets is expected, due in part to the diagonal orientation of Foster, and the lack of direct through routes on many local streets. Holgate sees the most diversion, and other streets like Powell, 52nd and Woodstock see very little.

The meeting adjourned at 8 PM.