

**Foster Road Transportation and Streetscape Plan Update  
Stakeholder Advisory Committee #8 - Meeting Notes  
July 25<sup>th</sup>, 2013, 6:00 PM**

Welcome/Introductions

The meeting convened at 6:05 PM.

**SAC Members in attendance:** Nick Falbo, Nick Christensen, Dan Campbell, Nancy Chapin, Patrick Fuller (alternate for Marcel Hermans), Ashe Urban (alternate for Bob Kellett), Christian Smith, Kelsey Denogon, , Zach Kronser, Roseva Saa, Erika Palmer, Meghan Humphreys, Cora Potter

**SAC Members not in attendance:** Adam Simmons, Matt Froman, Ty Olson, Mandy Isaacs, Jeff Bieker, Seth Richardson, Tyler King

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

**Public in Attendance:** Brett Holycross, John Mulvey, Jeff Lynott, Shawn Cunningham, Angela Cortal, Alex Reed

Review SAC #7 Notes

The minutes were adopted without amendment.

Project update

Kathryn Doherty-Chapman has resigned from the SAC. Oregon walks will appoint a new representative before the next SAC meeting in September (there will be no August meeting).

The Statewide Transportation Improvement Program (STIP) and Regional Flexible Fund (RFF) grant applications are still under review by ODOT and Metro, respectively. The STIP public comment period has closed. The Foster Phase 2 proposal received the largest number of comments, at 120. All but 2 were in support of the project. The RFF public comment period is still open. PBOT is hosting a hearing on the proposals at 6 PM on August 15, 2013, in the Portland Building auditorium. SAC members are invited to attend and provide testimony.

Other upcoming events and outreach possibilities:

- August 6 is National Night Out.
- The Lents Streetscape project ribbon cutting ceremony in Saturday, July 27.
- On September 17, SE Uplift is hosting an event billed "Knock, Knock, It's Your Neighbor" at the Baghdad.

Open House debrief

Over 100 people attended the June 4 open house. Attendees submitted 207 comments on the streetscape plan. The comments suggested a wide variety of concerns, including traffic speed, safety, and general impacts to livability. There was strong support for a bicycle facility on Foster.

Update on locations for street crossing enhancements

There were not many comments at the open house on the crossing locations, although there were several asking for more east of 82<sup>nd</sup>.

The issue of cut-through traffic on Francis was raised. Traffic counts from 5/14/2013 showed 24 both EB and WB during the PM peak, 14 EB and 16 WB in the AM peak, with daily totals of 186 EB and 201 WB. These numbers are not indicative of significant cut through traffic.

SAC members asked at the previous meeting for information on a possible traffic signal at 84<sup>th</sup>. The volume for this movement would not warrant a signal. The proximity to 82<sup>nd</sup> is also a concern, especially with a 3-lane cross section. A rapid flashing beacon is still a possibility.

#### Update on cross sections

Since the last SAC meeting several options not under formal consideration have been presented on local advocacy blogs. Two of those are described below:

- **Center-running bike lanes:** This would require a dual-stage left turn signal phase: one for cars, and one for bikes. This would result in significantly greater congestion, and as a result, more traffic diversion. Also, the need for turn pockets at each intersection would result in more parking loss throughout the corridor.
- **Full-length cycletrack:** This option is estimated to cost \$9-12 million, a number that only includes cycletrack elements. The current best-case funding scenario is about \$5.5 million for all improvements identified by this process.

**East of 82<sup>nd</sup> Ave:** New potential options for this segment are under development. The previous plan assumed 5' sidewalks would remain, and that standard sidewalks would be constructed piecemeal through redevelopment. The potential new options would widen the sidewalks through this process. Nine feet is the minimum width which can include trees, so the three options will include this minimum width. Sidewalks as wide as 14' will be analyzed, although this would preclude bicycle facilities. Several issues need to be resolved. Staff will evaluate further and report back.

Nick C. expressed support for a potential 14' sidewalk, and would recommend the Lents NA support a formal option that includes them. He is concerned that adequate consideration has not been given to the impact that travel time increases will have on residents east of 82<sup>nd</sup>, and believes that residents east of 82<sup>nd</sup> will need to see a big benefit in exchange for what is being lost.

#### **Transitions:**

*Eastbound:* Generally, merging 2 lanes to one requires 700' at 35 mph, and 550' at 30 mph. Eastbound, the desire is to connect a bike lane on Foster with the 52<sup>nd</sup> Ave bikeway (to be built in 2014). Given the required merge length, starting the Foster bike lane at 52<sup>nd</sup> would require all parking to be removed on the south side of Foster in this stretch. Starting it at Center (connecting 52<sup>nd</sup> bikeway to Foster via Center) would not require any parking loss and would eliminate the difficult left turn geometry at 52<sup>nd</sup> and Foster. Both options will be evaluated further.

*Westbound:* There are geometric issues in Lents that remain to be resolved. Staff will report on this in greater detail at the next meeting.

#### Transit improvements

TriMet is temporarily relocating the westbound route 14 stop from the east side to the west side of 82<sup>nd</sup> Ave. Information about transfer activity will be evaluated before this change is deemed permanent. There also issues related to the driveway locations at Arby's and potential safety challenges they present. This process could potentially purchase right-of-way to improve the old location and provide a permanent fix.

Staff has met with TriMet to discuss stop relocation and some consolidation along Foster. The idea is to better relate stop locations to existing and proposed crossing locations. Stop consolidation will also increase ridership at locations that do not meet the warrant for a shelter, and make shelters at those locations more likely. (Typically, 50 daily boardings are required for a shelter.) SAC members generally supported the idea of stop consolidation (and found that the stops at 65<sup>th</sup>/Foster may not be needed), but there is concern about increasing the distance between stops, particularly between 72<sup>nd</sup> and 78<sup>th</sup> Ave. Staff will continue to work with TriMet to refine the proposal.

#### Streetscape Improvements

Street trees were discussed. Trees planted through this process will become the responsibility of adjacent property owners. The SAC expressed a desire to see infill, not overall replacement, of trees. Also, there is a desire to introduce larger trees along the corridor and other landscaping at triangle intersections where infill curb extensions are proposed.

#### Next Steps

Staff will continue refining and evaluating options and report back at the next SAC meeting.

#### Public Comment

Alex Reed expressed support for 14' sidewalks in Lents and asked if the plan could anticipate a future cycletrack, so that if enough funding becomes available in the future, anything built thorough this process would not have to be removed.

The meeting adjourned at 7:50 PM.