

**Foster Road Transportation and Streetscape Plan Update
Stakeholder Advisory Committee #9 - Meeting Notes
September 25th, 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, Marcel Hermans, Bob Kellett, Christian Smith, Casey Ogden, Sue Staehli, Meghan Humphreys, Tyler King, Cora Potter

SAC Members not in attendance: Adam Simmons, Kelsey Denogeon, Erika Palmer, Matt Froman, Mandy Isaacs, Roseva Saa, Jeff Bieker, Seth Richardson

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

Public in Attendance: Brett Holycross, David Messenheimer, John Mulvey, Jeff Lynott, Andy Veenstra, Joshua Klyger, Meghan Sinnott

Review SAC #8 Notes

Marcel asked that the notes be amended to clarify that Nick's comment regarding acceptance of a 3-lane cross section by Lents residents was his (Nick's) personal opinion. The notes were adopted as amended.

Project update

Casey Ogden joins the SAC as the new representative for Oregon Walks.

The project has seen some media attention: The Portland Tribune ran an article on road reorganization projects underway throughout the City, and published a letter to the editor written by Marcel Hermans in support of a 3-lane cross section on Foster.

FABA has a new president, who will be invited to join the SAC. Mauricio briefed FABA Board on September 10th about the project and how to engage businesses. Staff plans to go to the Fun on Foster event. The Lents Neighborhood Association also has a new president, although Nick will likely remain the LNA representative for the SAC. Mauricio renewed his standing offer to brief the LNA on the overall project.

The speed reader board at 70th and Foster is scheduled to be relocated. Staff suggested somewhere east of 82nd. The SAC agreed that relocating to the eastern segment of the project area was appropriate.

Portland City Council adopted a resolution containing a preferred project list for the Regional Flexible Fund Allocation, which included capital improvements for Foster Road. Metro Council is expected to grant final approval of the project funding list in October, which will bring the total available for Foster to \$5.25 million.

Update on cross sections

West of 56th: Lewis presented his analysis of the impacts of extending the westbound bike lane from 56th to 52nd. It can fit, but requires all parking on one side to be removed – approximately 30 spaces.

East of 82nd: Staff has worked up a new option for the eastern segment: one that provides 9-foot sidewalks, bike lanes, and three auto lanes. All on-street parking is removed in this scenario. Specific dimensions between the curb lines could be modified, but for this discussion, 10' auto lanes and 6' bike lanes are assumed. Options that move the curb to expand sidewalks but don't provide bicycle lanes do not meet the intent of the Oregon Bicycle Bill.

The City standard for a 60' right-of-way is 12' sidewalks. Nine foot sidewalks represent the widest possible ADA-compliant sidewalk width that could accommodate street trees and still allow for both bike lanes and a center turn lane. Widening the sidewalk to 12' by expanding the right-of-way would require acquisition of private property. Some buildings in this stretch are built to the property line.

A discussion ensued about how this would affect property owners and redevelopment prospects in this segment. Assuming 9' sidewalks are built, upon redevelopment property owners would typically be required to dedicate 3' along their frontage to meet the sidewalk standard (currently, they would be required to dedicate 7' since the existing sidewalks are 5' wide). However, this requirement is only enforced if there is not a structure in that space: exceptions are granted if widening the sidewalk would require demolition of all or part of a building. If there is no structure in that space, the frontage improvement requirement is triggered only if the value of the project equals or exceeds 35% of the assessed building value. This is specified in City Code Title 17.88 (Street Access).

Nick C. indicated his resistance to 9' sidewalks. He believes that in exchange for losing an auto travel lane, Lents residents should get a walkable, livable community in return, and that 9' sidewalks fall short of that goal. Others indicated that 9' sidewalks would be a significant improvement to the pedestrian environment and assist existing businesses and future redevelopment by increasing access and decreasing the amount of private property needed to be dedicated to sidewalk space.

The SAC consented to formally adding this option to the mix of alternatives.

Transit improvements

The island at 50th and Powell can likely be modified to allow for line 9 to stop there, which would create a direct transfer with line 14. Similar treatment for the island at 82nd (southbound) is still under evaluation.

The updated list and location of transit stops was presented. This list includes the transit stop at the northeast corner of Foster/82nd and reintroduces the stop by Fred Meyer. SAC consented to these changes. The City and TriMet will work out the details of specific locations as part of the design and construction phase of the project. Staff will also continue to work with TriMet to address the relocated 82nd stop. The new location is bounded by 2 driveways and is farther from Fred Meyer – not an ideal situation either. Cora suggested that if the old stop is to remain closed, improvements should be made to the stop at 84th.

An additional benefit to 9' sidewalks east of 82nd is that transit shelters would be permitted. Staff will investigate whether ridership in this segment warrants the addition of shelters.

Streetscape improvements

The recommendations for street trees are as follows: protect existing healthy trees in the corridor; provide large new trees where possible (north side); balance need for large tree wells with café seating and other streetscape elements; develop separate tree lists for districts and corridors; work with Bureau of Environmental Services (BES) and Parks and Recreation on tree planting program along Foster Rd.

Next Steps

Staff distributed a draft policy evaluation paper. This will be discussed in more detail at the next SAC meeting.

Staff will present a recommended cross section for consideration at the next SAC meeting. The goal is to have final endorsement from the SAC on an overall plan by the end of the calendar year, if possible. The plan will likely include elements beyond what can be currently funded, so a process of prioritization of the funds awarded to date will be needed.

Public Comment

There were three public comments:

- 1) Support was expressed for extending the west bound bike lane to 52nd.
- 2) Support for planning beyond the \$5.25 million available was expressed, in the event that additional funding becomes available.
- 3) An inquiry was made about Division St. How is it functioning now with a 3-lane cross section? Lewis responded that it is too early to have a definitive answer, but that it appears to be functioning adequately. He noted that it had excess capacity before the change.

The meeting adjourned at 7:50 PM.