

**Foster Road Transportation and Streetscape Plan Update
Stakeholder Advisory Committee #10 - Meeting Notes
October 23rd, 2013, 6:00 PM**

Welcome/Introductions

The meeting convened at 6:05 PM.

SAC Members in attendance: Nick Falbo, Nick Christensen, Erika Palmer, Dan Campbell, Nancy Chapin, Bob Kellett, Christian Smith, Kelsey Denogon, Zach Krosner (alternate for Sue Staehli), Meghan Humphreys, Tyler King, Nicole Green (alternate for Marcel Hermans), Cora Potter

SAC Members not in attendance: Adam Simmons, Marcel Hermans, Casey Ogden, 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, Amy Harris, Jonathan Maus, John Mulvey, Jeff Lynott

Review SAC #9 Notes

The notes were approved without amendment.

Project update

The 2016 Regional Flexible Fund Allocation project list is expected to be formally adopted by the Metro Council by the end of October or in early November. The list includes \$2 million for Foster Road.

Recommendations on cross sections

Throughout the process a total of 24 cross-sections have been analyzed in the three project area segments. Staff recommends that the three-lane with bike lane option be carried forward as the preferred option for additional public outreach.

In the west end (52nd – 56th) there are still two sub-options under consideration. One would continue the westbound bike lane to connect to the bike lane on 52nd Ave (which will be in place by mid-2014). This option would likely require removal of parking on one side of Foster in this stretch (between 25-35 spaces, depending on the final design). The second option will retain all the on street parking and the westbound bike lane would end at 56th. Westbound cyclists would connect to 52nd via local streets. Wayfinding would be provided. Under both options, the eastbound bike lane will start at 56th. Eastbound cyclists will connect from 52nd to Foster via Center St.

At 82nd, there are two potential cross sections: one that will fit into the existing right-of-way, and one that requires property acquisition. In the former option, bikes will share a lane with right turning vehicles. In the latter option, the right turn lane will be to the right of the bike lane, and sidewalks would be widened on the northeast corner. Due to right-of-way acquisition costs, the trade-offs between these two options and the implication for other project elements will be a key consideration as funding priorities are identified.

Nick C. expressed concern that the recommended cross section is not in line with the project's equity goal: "Strive for an equitable distribution of the benefits and burdens of change among the

area's diverse communities" because the burden of extra travel time falls disproportionately on residents who live farther to the east. Others noted that the benefits of the project, in terms of safety and streetscape improvements, are equally spread throughout the project area, and that enhancements to the pedestrian realm in the form of widened sidewalks are concentrated in the eastern segment.

A discussion then ensued about the relative homogeneity of SAC members. How can we expand outreach to be more inclusive of underrepresented populations? Staff responded that outreach for the open house in December will be advertised in multiple languages and that targeted outreach efforts to minority groups will continue.

SAC members were asked to vote for the staff recommendation. The vote was 11-1 in favor of advancing the recommendations as presented. Nick F. asked for two modifications: one to provide buffered bicycle lanes at the expense of loss of on street parking, and another for a modification of the recommended striping to provide a small buffer between the bicycle lane and the general travel lane. Staff and other SAC members cited concern for the loss of parking but concurred with the striping modification of the cross section presented in the staff memo.

Summary of Plan Recommendations

In addition to the [cross section recommendation](#), the plan will include [other recommendations](#) developed throughout the planning process and which have been discussed at previous meetings. These include crossing safety improvements, curb extensions, street tree type and spacing, street lighting type and spacing, bus stop spacing and shelter locations, gateway/public art elements, and to petition the state for a speed limit reduction. The recommendations also include prioritizing the implementation of safety improvements over other street elements.

SAC members endorsed the plan recommendations as outlined above for inclusion in additional public outreach efforts and the open house in December.

Next Steps

The recommended cross section will now be advanced as the preferred option. It will be presented at an open house in December and in other forums such as neighborhood and business association meetings and to other civic and private groups.

Funding priorities will need to be considered. There is \$5.25 million available for construction in 2015-2016, and it is likely that all plan elements cost more than the available funding. SAC members and the public will have the opportunity to weigh in on prioritization as outreach and plan refinements continue.

Public Comment

There were two public comments:

- 1) Staff should consider presenting the project recommendations to groups like IRCO, churches, school groups such as PTAs or newsletters, and having materials on-hand at the Holgate library.
- 2) A representative from Brentwood-Darlington requested a briefing at a meeting of their neighborhood association.

The meeting adjourned at 7:50 PM.