Foster Road Transportation and Streetscape Plan Update

AGENDA
Stakeholder Advisory Committee #4

December 13th, 2012
6-8:00pm
SE Works
7916 SE Foster Road
Portland, Oregon 97206

1. Welcome/Introductions

2. Review SAC minutes

3. Project update

4. Urban Design Map for Foster Rd Transportation & Streetscape Plan: Potential changes

5. Foster Road and bicycle connectivity

6. Cross section alternatives
    a. Updated report
    b. Options for evaluation
    c. Criteria for selection

7. Next Steps

8. Public Comment

Light snacks and refreshments will be provided.

Project website:
http://www.portlandoregon.gov/transportation/57866

FLIP website:
http://www.pdc.us/our-work/urban-renewal-areas/lents/current-projects/flip.aspx

Foster Road Transportation and Streetscape Plan Update

Stakeholder Advisory Committee #3
Meeting Notes

November 15th, 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, Nick Christensen, Roseva Saa, Dan Campbell, Erika Palmer-Wilson, Marcel Hermans, Bob Kellett, Matt Froman, Ty Olson, Kelsey Denogeon, Kathryn Doherty-Chapman, Mandy Isaacs, Tyler King, Zach Kronser (alternate for Sue Staehli)

SAC Members not in attendance: Adam Simmons, Jeff Bieker, Christian Smith, Seth Richardson

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

Public in Attendance: Justin Littlejohn, Jon Leonard, John Mulvey, Tamara Tiemeger, Brett Holycross, Kurt W. Sommer, Nicole Green, Sia Sellu, Patricia Cross, Don Sharar, David Messenheimer

Review SAC #2 Notes
The notes were approved without amendment.

Project update
Last month Mayor Adams announced that funding has been secured for priority safety improvements on Foster. Based on the conversation at the last SAC meeting, PBOT is proceeding with installation of four Rectangular Rapid Flash Beacons (RRFBs), similar in design to the beacon at 80th and Foster. The four installations will be at the existing median island locations at 58th, 61st, 65th, and 69th. 61st will be the first to be installed, and is on schedule to be in place by the end of the year.

An additional round of ODOT construction funding is available, beginning in 2015. PBOT will submit an application for additional funding for Foster Rd. Applications are due November 27. Letters of support are appreciated. Please contact Mauricio for more information.

Review of 2003 Foster Rd Transportation & Streetscape Plan and 2014-5 Regional Flexible Fund grant
Staff provided an overview of the Foster Road Transportation and Streetscape Plan, emphasizing elements that have been constructed since adoption of the plan in 2003. The plan focused on crossing safety and streetscape elements in three districts (Gateway, Heart

of Foster, and Crossroads), at several focal points (such as the "Green Link" at 72nd), and in the corridors between districts and focal points. The plan prioritized improvements in the following way: 1) safety improvements, 2) improvements in the districts, 3) improvements at the focal points, 4) improvements in the corridors.

Consistent with that strategy, elements of the plan that have been built focus on safety improvements. Crossing safety improvements have been built at Center, 58th, 61st, 65th, 69th, 78th, 80th, Harold, Ellis, and 87th. These range from marked crosswalks to curb ramps, median islands and the RRFB at 80th.

The Regional Flexible Fund (RFF) grant (the source of the $3.25 million programmed for construction in 2014) builds upon these safety improvements. The application submitted by PBOT upon which the award was based envisioned additional RRFBs, new curb extensions and ramps, improvements to bus stops (i.e., shelters), signalization upgrades, more street trees and pedestrian scale ornamental lighting in the Heart of Foster District, and wider sidewalks in the Crossroads District. However, the City and ODOT have yet to negotiate a detailed funding agreement, so the exact nature of the improvements to be built in 2014 can be modified through this process.

SAC members discussed areas where additional safety and streetscape improvements are desired, in addition to those identified in the 2003 Plan and in the RFF grant application. The following ideas were discussed:

- Are different street light styles available?
    - → Yes, as long as the style chosen is among the several already in use throughout the City. That is a detail we will explore later in the process.
- The pedestrian signal at Center St. is in need of maintenance. The beacon cover is broken and often the beacon flashes but the signal does not change.
    - → Staff will submit a maintenance request.
- Can RRFB beacons be placed on existing poles to reduce costs?
    - → They can, but it depends on the location and ownership of existing poles. This is generally a case-by-case decision.
- In general, from 72nd to the east needs more crossings.
- 85th Avenue would be a good location for an additional crossing.
- 70th Avenue would be a good location for an additional crossing: a fatality and serious pedestrian injury have occurred at this location this year.
- Can the striping be modified at the 61st median island? The current configuration directs motor vehicles close to the curb and impedes on space that is often used by bicyclists.
    - → Staff will examine this; however, there is a certain amount of "shy space" that is required on each side of the median island, which is shown by the existing striping.
- Why is stormwater not mentioned in the 2003 Plan?
    - → The Portland Stormwater Management Manual was first adopted in 2004. This project will be obligated to follow those regulations, despite it not being an element of the plan. Certain things "trigger" stormwater requirements, including any time the curb line is moved. The 2003 Plan did

not call for moving the curb. It may be possible to leverage additional funding, through the Foster-Lents Integration Partnership, for stormwater management elements.

- More street lighting is needed at several locations, particularly Ellis, Harold, and the stretch from 82nd to 87th.

Cross section concepts

Staff presented the memo with different cross section options for each of three right-of-way sections along Foster from 52nd to the couplet at 89th. No options for the segment from Powell/50th to 52nd have been developed because this section is under ODOT jurisdiction and has a special configuration. Staff will engage with ODOT about pursuing options in this area as the analysis of potential traffic impacts proceeds.

The options presented are "typical" cross sections based on available right-of-way, and are not intended to represent detailed designs for each segment. There are likely to be block-by-block variations in the existing cross section, so once a general concept is chosen, refinements and transitions between segments will need to be designed in detail. As an example, at a corner where a bus stop is located, parking would likely be removed so the bus can pull to the curb. The configuration of a bike lane in such a location would need to be designed to minimize conflicts.

The primary function of these options is to present trade-offs; for example, they show how the addition of bicycle facilities might affect the number and width of motor vehicle travel lanes, the width of the sidewalk corridor, the availability of on-street parking, or the possibility of curb extensions at intersections. No cost estimates have been prepared, but as a general rule any option that requires moving the curb/utility poles will be considerably more expensive than options that maintain the existing curb line.

The options presented can be modified or supplemented based on SAC feedback; for example SAC members expressed interest in seeing a no-parking option in segment 1, a 4 x 11' lane option in segment 3 with no parking, and a suggestion that the 17-foot sidewalk corridor in segment 1 be explored for potential bike facilities.

Next Steps

The next step in the process is to examine the impacts to traffic that the various options could have, and other impacts. For that, staff will use several travel demand and traffic simulation models. The analysis will focus on travel time and average vehicle speed through the corridor, delay and queuing at intersections, and potential diversion of traffic off Foster onto other streets.

Public Comment

The following public comments were made:

- There is concern that the options presented will have negative impact on commute times for residents in outer SE who rely on Foster.
- It would be good to know the percentage of bus and truck traffic on Foster.
  → Citywide it is only about 4%.
- Lowering the speed limit should be on the table.

- Does the model account for the 30% bicycle mode split goal in the Climate Action Plan and the Bicycle Plan for 2030?
  → No. Those are aspirational goals. The model derives mode split numbers from a more quantitative methodology, which relies in part on a regional travel demand survey conducted by Metro. A new survey was recently completed and a new regional travel demand model is expected to be available by January 2013.
- PBOT should look into "testing" a 3 lane configuration on a temporary basis, using removable barricades.
- It would be useful to know if there is a quantitative way to calculate the potential safety benefits of a reduction in vehicle speeds.

The meeting adjourned at 8 PM.