

Foster Road Transportation and Streetscape Plan Update

Stakeholder Advisory Committee #4

Meeting Notes

December 13th, 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, Roseva Saa, Marcel Hermans, Bob Kellett, Matt Froman, Ty Olson, Tyler King, Nick Christensen, Zach Kronser (alternate for Sue Staehli), Cora Potter (alternate for Adam Simmons), Tracy Gratto (alternate for Christian Smith)

SAC Members not in attendance: Adam Simmons, Mandy Isaacs, Jeff Bieker, Kathryn Doherty-Chapman, Kelsey Denogon, Dan Campbell, Erika Palmer-Wilson, Christian Smith, Seth Richardson

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

Public in Attendance: Tracy Gratto, Tyler Pell, Brett Holycross, Jeffrey Lynott, Jonathan Brandt, Krishna Muirhead, Bob Tousignant, John Mulvey, David Messenheimer

Review SAC #3 Notes

The notes were approved without amendment.

Project Update

Matt announced that they have secured \$5,500 for a mural at the Phoenix building.

The Rapid Flash Beacon at Foster and 60th has been installed and is awaiting a power connection from PGE. Staff will send out an email once it has been activated.

PBOT has applied for \$2.25 million from the Statewide Transportation Improvement Program for additional streetscape and safety improvement on Foster. We will hear if the proposal made the first round of cuts sometime in the spring of 2013.

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

At a recent FLIP meeting, the notion of extending the Heart of Foster to the east was floated. The idea would extend the District, and its higher priority for improvements in the streetscape plan, to 72nd Ave. SAC members were primarily concerned about the effect this would have on redevelopment cost, and the potential for "diluting" the main commercial area. However, it was noted that Portland Mercado will be located at 72nd, and could serve as an eastern anchor for an expanded District. The idea was tabled with no further action taken.

Foster Road and bicycle connectivity

Staff presented a series of maps depicting how a bikeway on Foster would connect other existing and planned bikeways. One key objective of a bikeway project on Foster should be to provide the greatest number of network connections. For example, a connection to the 52nd Ave. bikeway will have a high overall benefit. This would also strengthen the role of the Center Street bikeway in the local network. In contrast, a bikeway west of 52nd would be of lesser benefit, due to the lack of bike facilities on Powell and 50th Ave. SAC members agreed that a connection to 52nd is very important. Other bikeways include Center, 72nd, 78th, 87th and the couplet. Other major bikeway network considerations include access to Fred Meyer from both directions, and a connection to Ellis St, which in turn connects to 92nd, an important commercial corridor in Lents Town Center.

Cross Section Alternatives

Staff presented a revised memo with cross section options. In order to make the analysis as simple yet thorough as possible, several options have been tabled for now, and a few new options have been introduced. Existing conditions will serve as the options without bike facilities. The remaining options introduce bike facilities in one of the following 3 ways: 1) by removing a travel lane, 2) by removing on-street parking, or 3) by removing sidewalk space. This way, the impacts of these choices can be evaluated before getting into more specific design details.

The following were points of emphasis and discussion.

- Can the bike lanes be curbside of the parking?
 - That is possible, but there are issues with visibility at intersections, and the door zone. For the purposes of modeling and evaluating impacts, it doesn't matter whether parking or a bike lane is adjacent to the curb.
- Will the lane reduction increase congestion?
 - Staff will model traffic impacts, potential traffic diversion, and the effect of parking loss and report back at the next meeting.
- There is concern that the 12' sidewalk option (west segment Option 2) will negatively affect pedestrian safety due to the increased crossing distance.
 - That will be taken into consideration in the analysis. Also, this can be mitigated with curb extensions at intersections.
- In the parking loss options, can no parking alternate from one side of the street to the other, block to block?
 - Yes, but more parking may be lost that way due to the transition.
- How will cyclists and pedestrians be separated in the bikes-on-sidewalk option (west segment Option 6)?
 - That's a design detail to be worked out, but typically it would be delineated with different pavement types, or some landscaping (see NE Cully Blvd. or SW Moody Ave as examples).
- There is concern that the east segment does not have an option with wider sidewalks.
 - Staff noted that there is no way to accommodate parking, bike lanes, and standard sidewalks without expanding the right-of-way. If properties in this segment were to redevelop, the City would require 12-foot sidewalks.
 - A SAC member asked if we could look at a no-bikeway option with expanded sidewalks, noting that Ellis provides a good connection through this segment to Lents. Staff will look into that idea.
- Staff presented a first take at evaluation criteria, based on the adopted project goals. This will be developed further and presented at the next meeting.

Next Steps

Staff will evaluate traffic impacts, potential traffic diversion, usage and impacts of on-street parking loss. Staff will develop preliminary cost estimates, and further develop evaluation criteria. Due to the holidays we will likely have to skip January and meet again in February.

Public Comment

The following comments were received.

- There was a general skepticism expressed for the regional travel demand model and its perceived tendency to underestimate the use of transit, biking, and walking. Staff noted that Metro recently completed a new regional travel behavior survey, the first since 1994, and will soon issue a new model. The new model will reflect the new survey, and lower project growth in the Damascus area. These factors are expected to reduce the growth in traffic demand along Foster. Staff hopes to have that model in time to do this analysis.
- What is the planning horizon for the model?
 - 20 years.
- What is the smallest bike buffer the City will build?
 - The minimum is 7 feet: 5 foot lane with a 2 foot buffer.
- Didn't the Bicycle Plan for 2030 call for a cycletrack on Foster?
 - The 2030 Plan called for a separated-in-roadway facility, which includes both bike lanes and cycletracks.
- Can economic development be added to the criteria list?
 - Staff intends to capture that within the streetscape criteria.
- Appreciation was expressed for the inclusion of bikeways on all segments. It would be desirable to revitalize the area with local residents, rather than by having people drive in from outside the area.
- How will the decision be made?
 - The final decision making body is Portland City Council; however, a lot of work remains before we get to that point. Staff will analyze the options and vet them with the Technical Advisory Committee. The options are likely to be refined further from what we see today. Our goal is to achieve consensus among this committee on a preferred option for the entire corridor. Further public outreach will be required in the form of open houses, and direct outreach to property and business owners who may be affected by the decision.
- A suggestion was made to extend the eastbound bike lane all the way to the couplet, while using Ellis for bike access from Lents Town Center, and continuing westbound on Foster only west of Ellis.
 - This is a refinement we can look at after the preliminary analysis.

The meeting adjourned at 8 PM.