

Foster Road Transportation and Streetscape Plan Update

Stakeholder Advisory Committee #6

Meeting Notes

March 21st, 2013, 6: 00 PM
SE Works, 7916 SE Foster Road

Welcome/Introductions

The meeting convened at 6:05 PM.

SAC Members in attendance: Nick Falbo, Daniel Campbell, Nancy Chapin, Marcel Hermans, Bob Kellett, Christian Smith, Kelsey Denogon, Kathryn Doherty-Chapman, Zach Kronser, Cora Potter, Erika Palmer-Wilson, Meghan Humphreys

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

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

Public in Attendance: Nicole Green, Brett Holycross, David Messenheimer, James Sterrett, John Mulvey

Review SAC #5 Notes

No changes to the meeting minutes were requested.

Project update

FLIP recently held an open house, with about 75 attendees. There was general support for the draft Foster Corridor Investment Strategy, with a desire to focus on catalytic sites such as the Heart of Foster. Staff is planning to hold an open house that focuses on the Streetscape Plan in April or May.

ODOT is currently accepting input on proposals for the Statewide Transportation Improvement Program. Foster streetscape and safety improvements are among the applications under consideration.

Mauricio has met with the Foster Area Business Association and the Foster Powell Neighborhood Association to present an overview of the project to date. An offer to attend meetings of other neighborhood associations has been extended.

Evaluation of corridor cross section alternatives

Staff proposed eliminating the "protime only" option from further consideration. Among the fatal flaws are the lack of space for median islands, left turn pockets, and a door zone buffer for bicyclists. No objections were made to this proposal. Among the remaining 4 options, "mixing and matching" is still a possibility. However, some combinations will not line up in the different segments, potentially creating difficult transitions.

Staff presented a table summarizing the 4 remaining full-corridor options. The following items were discussed in detail:

- The cycletrack option in the west segment would effectively eliminate sidewalk café seating, as there would not be adequate space for bikes, the ped through zone, furnishing zone, and a seating area. City regulations require an 8 foot pedestrian zone on sidewalks 15' or greater in width. In addition, it will result in losing about 1/3 of the on-street parking due to the transitions at each driveway and intersection.
- Right-of-way acquisition in the east segment may be a possibility. The \$3.25 million grant included some acquisition at 82nd to widen the sidewalk and rebuild the curb. However, acquisition costs will quickly erode the funding available for construction.
- Moving the curb in the east segment in order to widen the sidewalk is a possibility; however, there are issues with drainage and utilities that have to be factored in, driving up the cost.
- Using maintenance funding to re-configure the striping is not a possibility.
- There is significant parking loss on several of the options; as much as 80% in the buffered bike lane options. However, there may be areas where parking can be added back in by closing and consolidating driveways.
- There were errors in the parking loss and travel time rows. These will be corrected.

Staff presented the most recent findings from the traffic analysis. In the 2035 base case (4 lanes), the average traffic volume will be 24,000 vehicles per day. Below is a summary of the three-lane option.

- The daily volume on Foster Rd would decrease by about 10% below the base case.
- During the PM peak, the reduction would be about 30%. Some diversion is expected during the PM peak.
- Diversion was analyzed primarily on arterial streets. The model uses travel time to assign routes, and local streets that do not provide a through route, or that have frequent stop signs, generally do not provide a time advantage.
- Traffic on Holgate would double during the PM peak, but it will still be below capacity. Since it will be below capacity, diversion onto local streets is not expected. The added traffic would be primarily trips destined to the area, or "local trips." There may be some "shuffling" of local traffic as residents take alternate routes from their homes to Holgate or Foster, but no diversion of through traffic onto local streets is estimated.
- The AM peak analysis is ongoing. As a general rule, AM peak traffic volumes are about 80% of the PM peak.
- Some mitigation may be possible, including more protected crossing on Holgate and near schools. However, Holgate is not in the Urban Renewal Area so PDC money would not be available for Holgate.

Update on locations for street crossing enhancements

Staff presented a description of potential enhanced crossings, beyond those proposed in the 2003 Plan. Below is a summary:

- 52nd and Foster: There is a potential conflict with the crosswalk and a left turn bike box that would be necessary to provide access to eastbound Foster. Access to Foster from 52nd may be better provided via Center Street.
- Gladstone: There is a median island, and more than 500 feet to the nearest signal. This makes it a good candidate for a rapid flash beacon.

- The crosswalk at Holgate was moved several years ago to improve visibility. There may be opportunities to tighten the turn radius with a curb extension.
- 65th and Foster: There is high bus use at this location. The crossing could be improved with driveway consolidation and some driveway closures. A rapid flash beacon could be pursued here.
- 69th and 70th and Foster: There is a major redevelopment opportunity in this stretch, and a potential easement across the property at 69th would enhance access to the south. Both 69th and 70th could be enhanced with rapid flash beacons.
- 72nd and Foster: A re-design of the intersection could significantly reduce the crossing distance.
- 74th/75th: A "Z" crossing similar to the one at 69th will fit in this location, with rapid flash beacon.
- 82nd: The SAC requested that staff examine changes to signalization here, including a potential pedestrian lead phase. The need for the slip lane from 82nd southbound will also be analyzed.
- 84th: A new median island with rapid flash beacons would facilitate crossing of Foster Rd and provide access to Ellis.

Next Steps

Staff will continue to refine the traffic analysis and look at ways to best communicate the results at the open house.

Public Comment

There was general agreement that the cycletrack options are not a good deployment of this type of facility. Reducing the sidewalk width would take away one of the best things about Foster.

A request was made to upload the materials from the meeting to the web. That typically happens with a day or 2 of the meetings.

The meeting adjourned at 8 PM.