

Foster Road Transportation and Streetscape Plan Update

Stakeholder Advisory Committee #7

Meeting Notes

April 18th, 2013, 6:00 PM

SE Works, 7916 SE Foster Road

Welcome/Introductions

The meeting convened at 6:04 PM.

SAC Members in attendance: Nick Falbo, Nick Christensen, Tyler King, Daniel Campbell, Nancy Chapin, Marcel Hermans, Bob Kellett, Christian Smith, Kelsey Denogon, Kathryn Doherty-Chapman, Zach Kronser, Roseva Alcerro, Erika Palmer-Wilson

SAC Members not in attendance: Adam Simmons, Cora Potter, Matt Froman, Ty Olson, Meghan Humphreys, Mandy Isaacs, Jeff Bieker, Seth Richardson

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

Public in Attendance: Nicole Green, Brett Holycross, Dan McElligott, Jonathan Brandt, David Messenheimer, John Mulvey

Review SAC #6 Notes

The minutes were adopted without amendment.

Project update

The 4th FLIP open house will be held June 4, at Junior Achievement (next door). Staff is putting together a mailer that will be sent out to the entire FLIP project area.

The Statewide Transportation Improvement Program and Regional Flexible Fund grant applications are still under review. The public comment periods are open.

Cross section update and recommendation

Staff recommends eliminating the cycletrack option (aka bikes on sidewalk) from further consideration. There are two main reasons: conflicts with pedestrians, and the asymmetrical design needed to reduce the threat of right hooks at driveways and intersections (which also results in significant parking loss). The SAC unanimously concurred to eliminate this option.

Lewis presented an overview of the cross section that Cora Potter submitted, which showed a cycletrack, sidewalk, parking, and 4 travel lanes. This design is too wide; there is not enough right-of-way on Foster to accommodate all these elements as designed in this schematic.

Update on locations for street crossing enhancements

Crossing improvements at the following locations were discussed:

- SE 50th/Powell/Foster: Reconstructing the slip lane at this intersection would trigger a design standard which would require a larger turn radius, contrary to community desires.

Instead, active signage is recommended at this location, which will be activated to warn motorists if they are approaching too fast.

- SE 54th and Foster: A curb extension is recommended to shorten the crossing distance on the north side.
- SE Gladstone and Foster: Curb extensions are proposed on both the north and south sides.
- SE Cora and Foster: A curb extension is proposed on the north side.
- SE 62nd and Foster: A curb extension is proposed on the north side.
- SE Holgate and Foster: In addition to the north side curb extension, “no turn on red” active signage is proposed at this location to alert motorists turning from Holgate onto Foster eastbound that pedestrians are crossing. Moving the crosswalk is not feasible: it used to be further east but visibility was even worse than it is now for motorists turning onto eastbound Foster.
- SE 72nd: Reconfiguring this intersection would result in more efficient traffic operations as fewer signal phases would be required in each cycle and the crosswalks could be relocated. However, several existing trees on the south end of Firland Parkway would be lost. The new east crosswalk across Foster would now connect to the NW corner of 72nd instead of the parkway.
- SE Raymond and Foster: the 4 options for Raymond St identified in the 2003 plan are still up for discussion. Closing it to traffic could make it an alternate bicycle route, but this would limit access for motorists, including motorists seeking to avoid the signal at 82nd and Foster.
- SE 74th and Foster: the distance between crossings makes this a good candidate for a median or curb extensions with rapid flash beacons. Due to the skewed intersection, specific design details need to be worked out.
- SE 84th and Foster: Good candidate for median and rapid flash beacon to connect to Raymond. The question of a full signal at this location was raised. Staff will investigate.

Streetscape elements

Street lights: there are two types of ornamental lights available for Foster: the Z-40, with a more historic look, is currently installed in Lents Town Center, adding consistency along Foster. The Z-15 has a more contemporary look, and can be found, for example, on SW Harrison St near Portland State University. The cost is the same for both. Staff recommends the Z-40, and the SAC generally concurred. It was noted, however, that there may be some value to Lents retaining some uniqueness relative to the rest of Foster.

Street trees: The 2003 Plan has specific recommendations for tree height, flowering characteristics, and spacing within districts and corridors. Larger trees may be possible in some areas. Due to the presence of electricity transmission lines on the south side of the street, tree heights are limited to 25 feet. On the north side of the street, larger trees may be possible. However, larger trees require larger tree wells to contain the root system, and this needs to be balanced with other sidewalk needs such as café seating and ADA clear zone requirements. Staff will continue to work with these competing requirements to draft options that introduce a greater variety of tree sizes and types than contained in the 2003 Plan.

Public Comment

- Are street lights “dark sky” friendly?
 - All new street light installations in the City use LED technology and are “dark sky” friendly.

- Please consider trees in the median under the 3 lane cross section options.

The meeting adjourned at 8 PM.