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PLAN RECOMMENDATIONS

2 Plan Recommendations

PLAN GOALS

During the October 17, 2012 SAC meeting, stakeholders collaboratively developed a set of guiding goals that would be used to evaluate cross section options, corridor design alternatives, and the selection of safety and design elements. The following goals were adopted for the Plan Update process:

Streetscape

Make the street a safe, pleasant, attractive, and comfortable place to live, shop, and linger.

Access

Provide balanced access to and from Foster Road to adjacent businesses and residential neighborhoods for all modes.

Pedestrian Travel

Create a safe walking environment for pedestrians on Foster Road with enhanced safer crossings and shorter crossing distances.

Motor Vehicles

Create a safe corridor for motor vehicle travel with smooth, consistent traffic movement. Provide adequate on-street parking, access opportunities, and encourage the shared use of off-street parking.

Transit

Improve quality of service on Foster Road, maintaining and improving access for local and regional trips, including future high capacity transit service.

Bicycle Travel

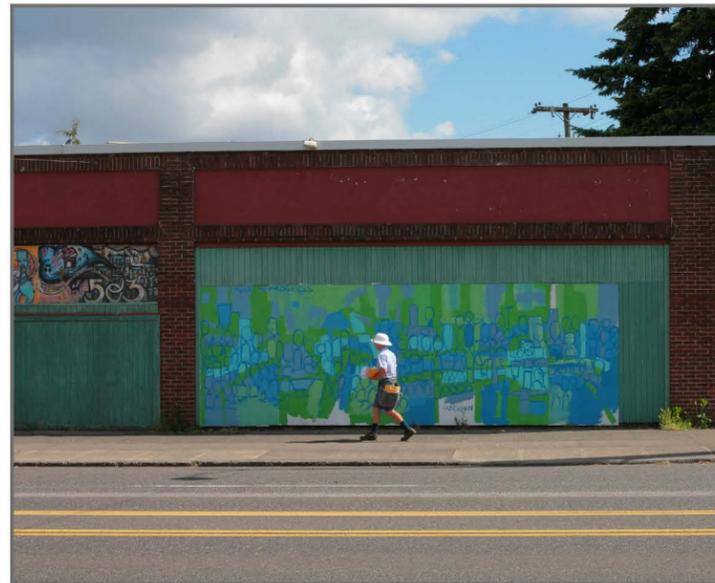
Create a safe attractive, and comfortable cycling environment on Foster Road for both local and non-local trips, and provide safe crossings and adequate bicycle parking.

Green Infrastructure

Provide opportunities for additional street tree canopy and stormwater management features on Foster Road.

Equity

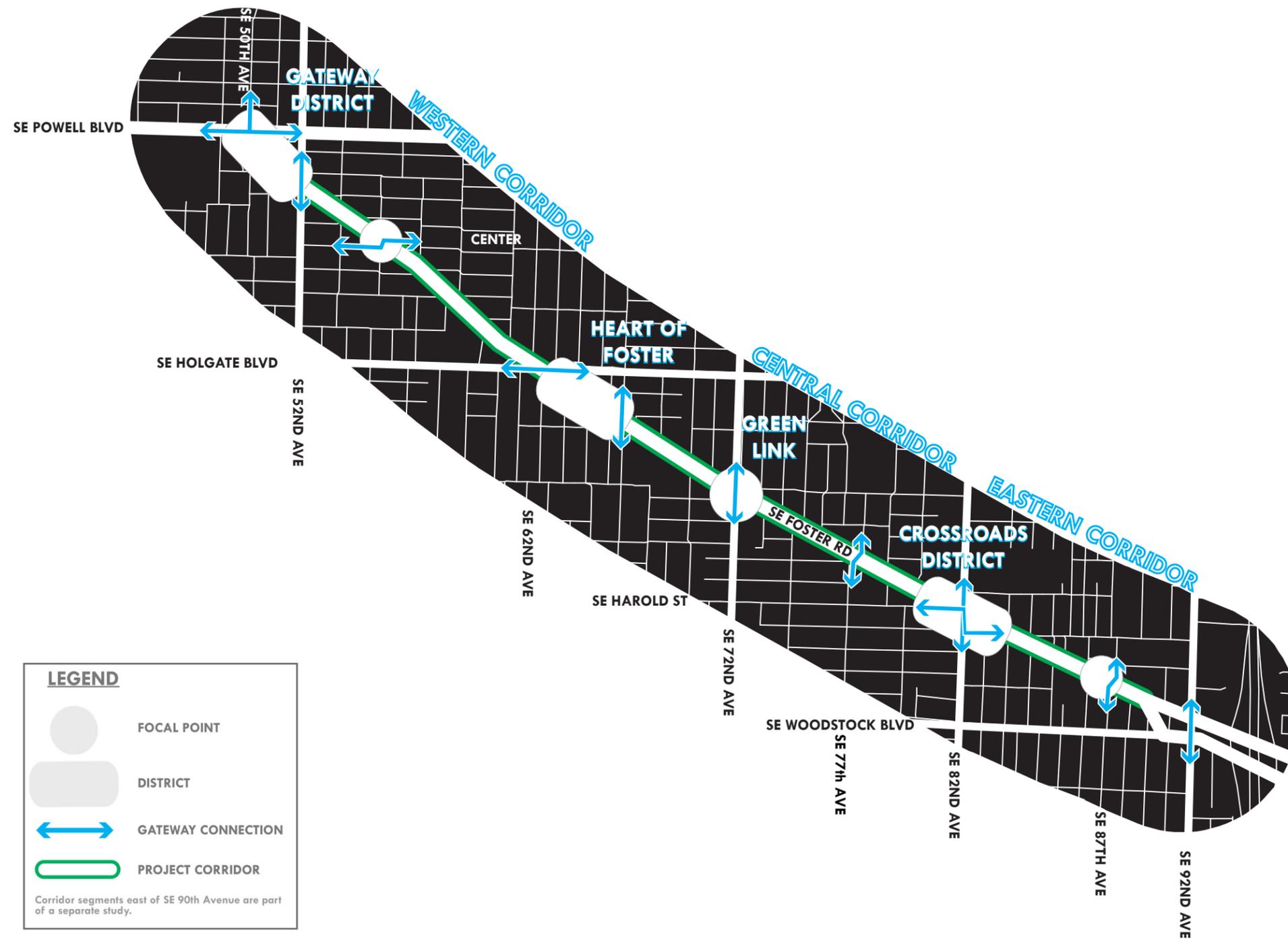
Strive for an equitable distribution of the benefits and burdens of change among the area's diverse communities.



This plan seeks to address a number of existing conditions and achieve multiple community goals like improving user safety, access to goods and services, and street and neighborhood vitality.

Source: Portland Bureau of Transportation

Figure 2-1 Foster Road Districts, Corridors, and Focal Points



URBAN DESIGN FRAMEWORK

Districts

Gateway District (Powell Boulevard– 52nd Avenue).

This District celebrates the western entry to Foster Road as it diverges from Powell Boulevard and SE 50th Avenue. The concentration of businesses and transit activity in this area create a hub of activity and future major destination.

Heart of Foster (Holgate Boulevard – 67th Avenue). The density of businesses and pedestrian activity, along with the older building stock lining the street and a community park, create the pedestrian-oriented hub of activity in the center or “heart” of the Foster Road business corridor. This district focuses pedestrian improvements and urban design features to accentuate the pedestrian-scaled character of the area.

Crossroads District (80th – 84th Avenue). The intersection of Foster Road and SE 82nd Avenue represents the gateway between the Mt. Scott/Foster-Powell and Lents neighborhoods. Improved conditions for pedestrians, bicyclists, and transit riders as well as a more formal identity will enhance connections in this node and make it amenable to business access and development.

Corridors

The three corridors are the linkages that bind and support the districts and focal points. Available right-of-way in the corridors is redistributed to improve safety for all street users and enhance people’s ability to access local business through improved pedestrian and bicycle crossings. The Eastern Corridor serves as the portal to Lents Town Center, which is outside of the plan’s study area but is highly interconnected to Foster Road.

Focal Points

Green Link. The crossing at SE 72nd Avenue provides the opportunity to create a visual link between the parkway to the north and Mt. Scott Park to the south. The Green Link also provides the opportunity to better connect Foster Road and the business along SE 72nd Avenue and SE Harold Street. Opportunities for simplified intersection operations and crossing improvements for pedestrians and people on bicycles also exist.

Eastern and Western focal points. The focal points at SE 56th and 87th Avenues provide safe crossings and visual interest within the corridors with an opportunity for street and neighborhood identification.

Figure 2-2 Proposed Crossing Improvements



PLAN ELEMENTS

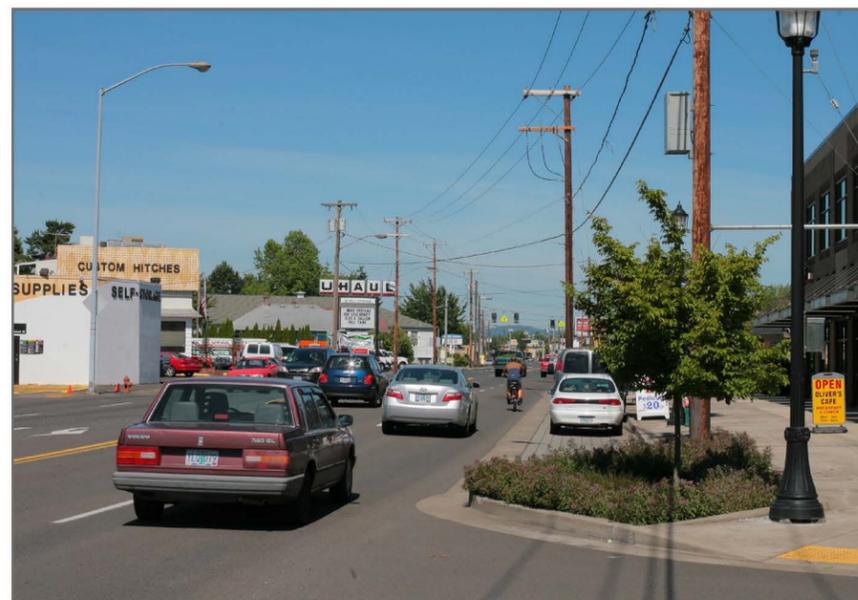
A transportation corridor such as Foster Road contains four general elements:

1. Crossings of Foster Road as well as crossings of cross streets,
2. Cross section (made of sidewalks, on-street parking areas, travel lanes, etc),
3. Streetscape elements (such as trees, swales, street lights, etc.), and
4. Transit elements (such as bus stops and shelters).

Below is a summary of improvements for Foster Road organized in these four categories.

Crossings

Pedestrian improvements include curb extensions, marked crossings with median islands and Rectangular Rapid Flash Beacons (RRFBs) and traffic signal modifications.



A curb extension on Foster Road at SE 92nd Avenue reduces crossing distances and expands the amount of programmable space for street furniture, lighting, and plantings.

Source: Portland Bureau of Transportation

Curb Extensions

Due to its diagonal orientation to the street grid, Foster Road creates several complex intersections where it meets north-south and east-west streets. The plan addresses this by adding curb extensions at SE 54th Avenue/SE Francis Street, SE 58th Avenue/SE Gladstone, SE 59th Avenue/SE Boise Street, and SE Cora Street (Figure 2-2). The proposed curb extensions will reduce pedestrian crossing distances and provide a smaller turning radius off of Foster Road while maintaining access for local deliveries .

As a long term action, the plan also includes widening the NE corner of Foster Road at SE 82nd Avenue. This improvement provides a wider sidewalk, moves the stop for TriMet Line 14 back from its temporary location on the NW corner, and adds a transit shelter.

Marked Crossings

A key safety issue on Foster Road is the lack of protected pedestrian crossings. The plan addresses this by adding median islands, RRFBs, and striped crosswalks at SE 70th, 75th, and 84th Avenues. The existing median islands at SE 58th, 65th, and 69th Avenues will be upgraded to include RRFBs. This will reduce the average distance between protected crossings by about 300 feet. Figure 2-3 below compares average protected crossing spacing on four similar eastside arterials .



The rectangular rapid flashing beacon at SE 80th Avenue vastly improved user safety and reduced pedestrian delay.

Source: Portland Bureau of Transportation

Figure 2-3 Comparison of crossings on similar corridors in Portland

Street Segment	Length (ft)	Number of protected crossings*	Average Spacing (ft)
Foster 50th - 90th (existing)	12,200	13	940
SE Hawthorne: Grand - 50th	12,950	15	860
NE Sandy: 14th - 50th	11,700	16	730
N/NE Broadway: Vancouver - Chavez	11,450	20	570
Foster 50th - 90th (after planned improvements)	12,200	19	640

*Protected crossings include full traffic signals, half traffic signals, pedestrian hybrid beacons (e.g. HAWK signals), and RRFBs.



Close up of the rectangular rapid flashing beacon head and signage.

Source: Portland Bureau of Transportation

Traffic Signal Modifications

New or upgraded signals along Foster Road are planned for installation at Powell Boulevard, SE Holgate Boulevard, and SE 72nd Avenue.

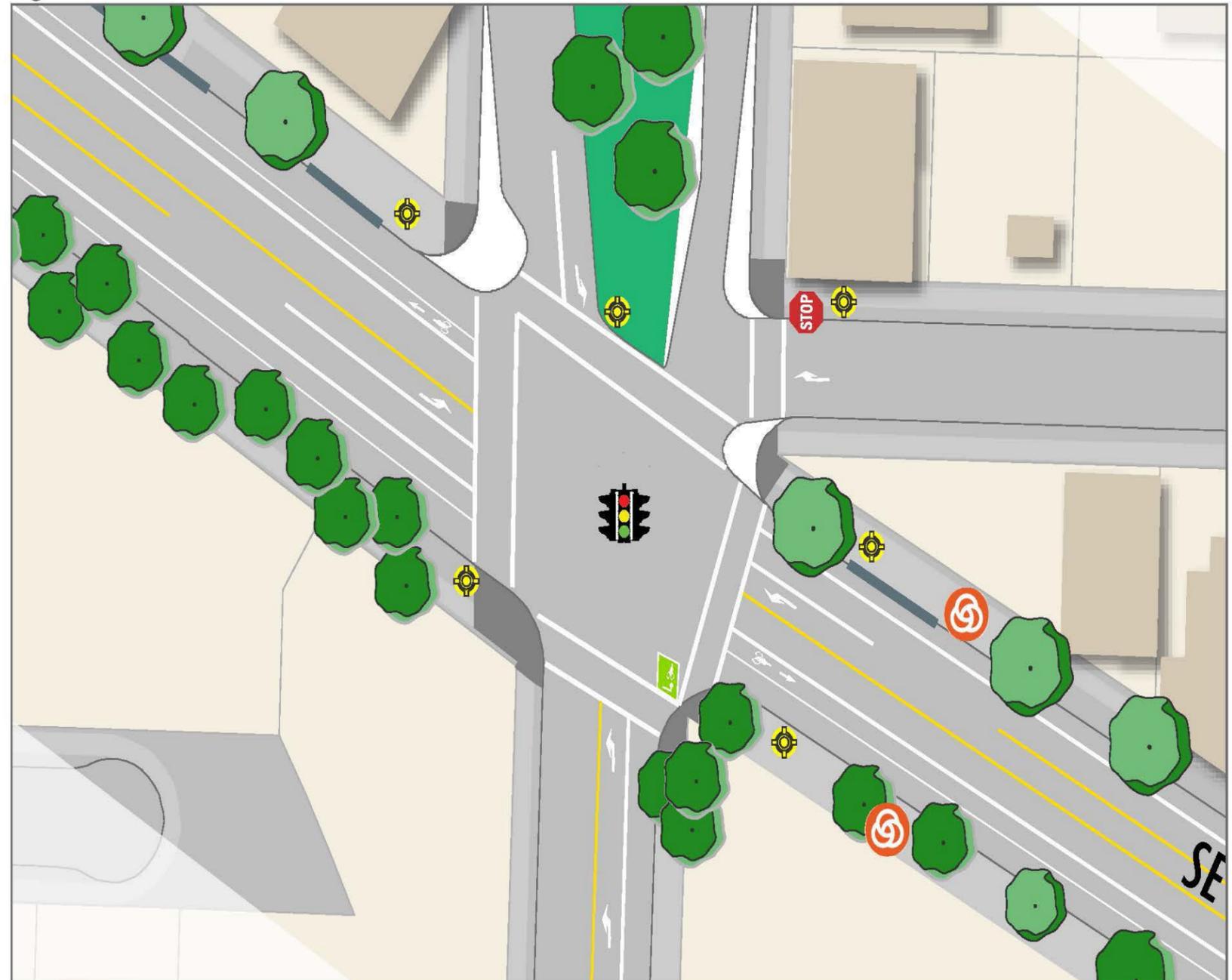
Powell Boulevard: The plan calls for coordination with the Oregon Department of Transportation (ODOT) to install an “active sign” that would alert motorists on Powell Boulevard turning southeast onto Foster Road of the speed they are traveling. The sign would turn on when speeds exceed a safe threshold. This improvement is expected to reduce the number of collisions against the transit island on the southwest corner of Powell Boulevard and Foster Road.

SE Holgate Boulevard: A modified signal is planned for SE Holgate Boulevard, which along with a curb extension on the south side, will enhance the pedestrian crossing of Foster Road. New LED signs will prohibit right turns on red from SE Holgate Boulevard when pedestrians cross Foster Road, and the curb extension will provide a smaller turning radius, requiring vehicles turning right onto Foster Road to do so at a slower speed. In addition, left turns will now be permitted from Foster Road onto Holgate Boulevard. The new signal will include pedestrian countdowns and the latest technologies for the vision-impaired.

SE 72nd Avenue: The intersection at 72nd Avenue and Foster Road will be reconfigured, with a full new signal. This intersection modification will add a left turn lane for the southbound approach. This will allow the left turns onto Foster Road to happen simultaneously, providing more “green” time for Foster Road. Curb extensions will be provided and the west crosswalk of Foster Road will be realigned to directly connect the northwest and southwest corners, instead of the SW corner connecting to the green median of Firland Parkway. This will eliminate the need for pedestrians to cross both SE 72nd Avenue and Foster Road to get from the southwest to the northwest corner. In addition, northbound traffic will be prohibited from making right turns on red to accommodate a green turn queue facility for people on bicycles turning left on SE 72nd Avenue.

The 2003 plan identified for potential configuration for this intersection. The difference among them is the treatment of SE Raymond Street. This plan leaves SE Raymond Street as a two way street. However, as part of a future Raymond Bikeway Project, other designs may be considered. Refer to 2003 plan for more information.

Figure 2-4 SE 72nd Avenue and Foster Road

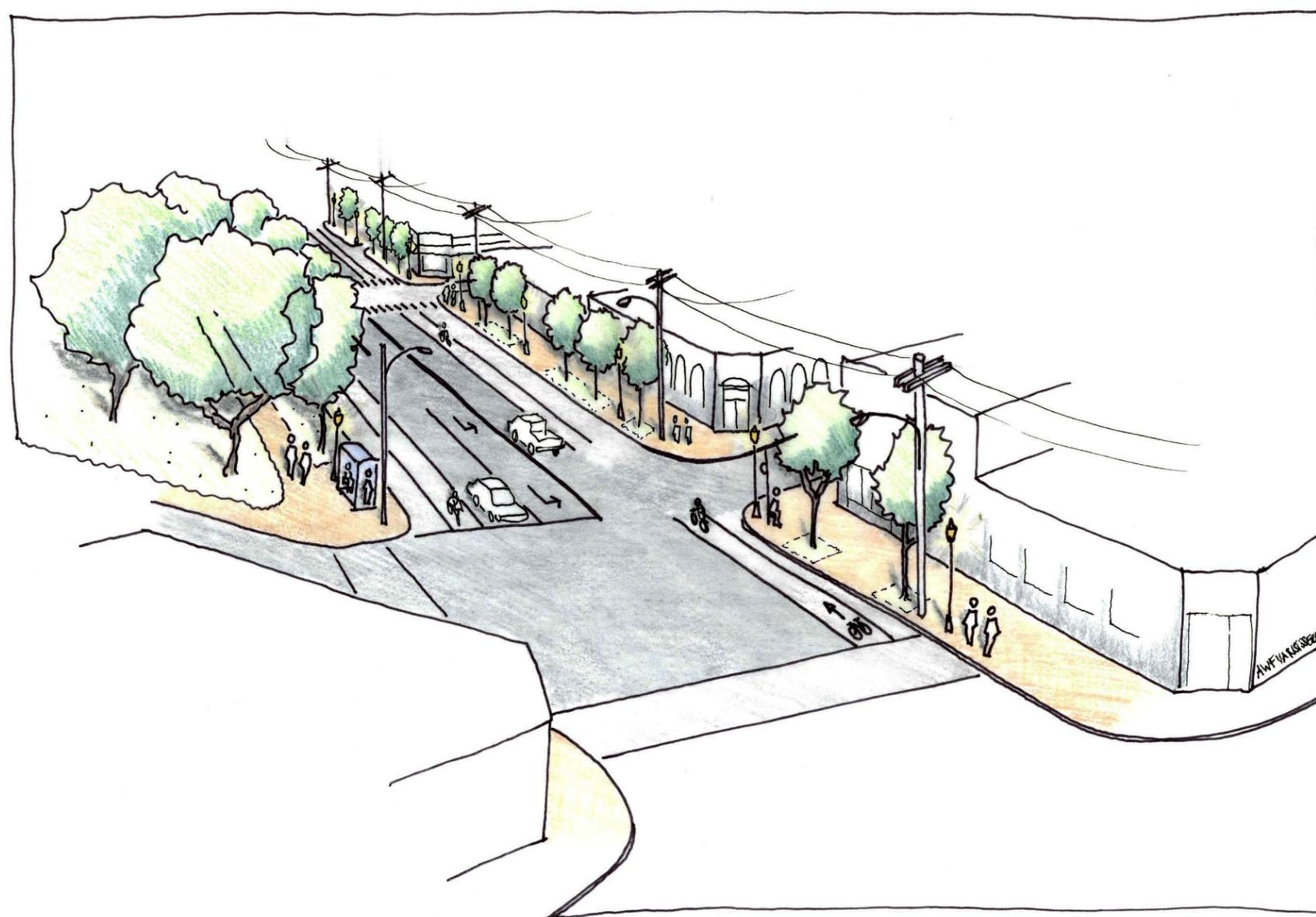


Improvements to the intersection of SE 72nd Avenue include a new full signal, SB left-turn lane, EB box turn facility for people on bicycles, decorative lighting, street trees, and multiple curb extensions.

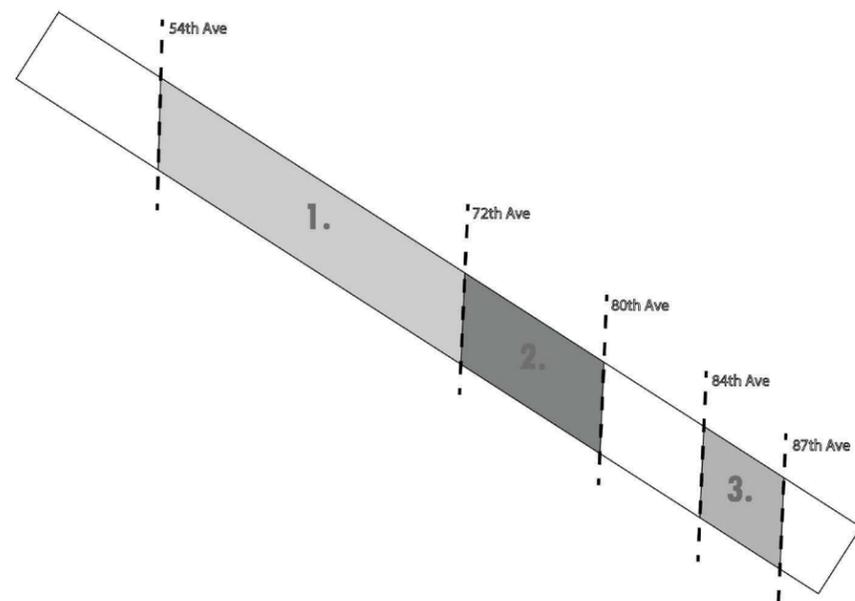
Source: Nelson\Nygaard

Cross Section

The recommended cross sections for Foster Road (illustrated in Figure 2-5) reduce the number of general travel lanes from four to three (one in each direction and a center turn lane) and adds bike lanes. In the eastern segment (SE 84th Avenue – SE 89th Avenue), sidewalks will be widened from 5 feet to 9 feet, with street trees and ADA curb ramps added at each corner. A buffer between the bicycle lane and the travel lanes could be provided between SE 54th to SE 72nd Avenues and also on the departing bicycle lanes at the crossing of SE 82nd Avenue. Foster Road retains the wide sidewalks west of SE 80th Avenue. The recommended cross sections best address community goals and meets the objectives of a safe and balanced multimodal street that serves both local and district trips, while supporting the economic vitality of local businesses and the redevelopment of underutilized sites along Foster Road. Proposed improvements would significantly increase safety, convenience in cycling, as well as walking and riding transit along and across Foster Road. Additional detail on the evaluation of cross section options is provided in Appendix A.



Foster Road Cross section overview.



This artist rendering shows how the proposed cross section will enhance the Heart of Foster with generous sidewalks, enveloping trees, decorative street lighting, and multimodal connectivity.

Source: Portland Bureau of Transportation. Arnoud van Sisseren