FOSTER ROAD TRANSPORTATION AND STREETSCAPE PLAN

Portland City Council, June 11th, 2014

WE KEEP PORTLAND ***MOVING.***

CITY OF PORTLAND BUREAU OF TRANSPORTATION

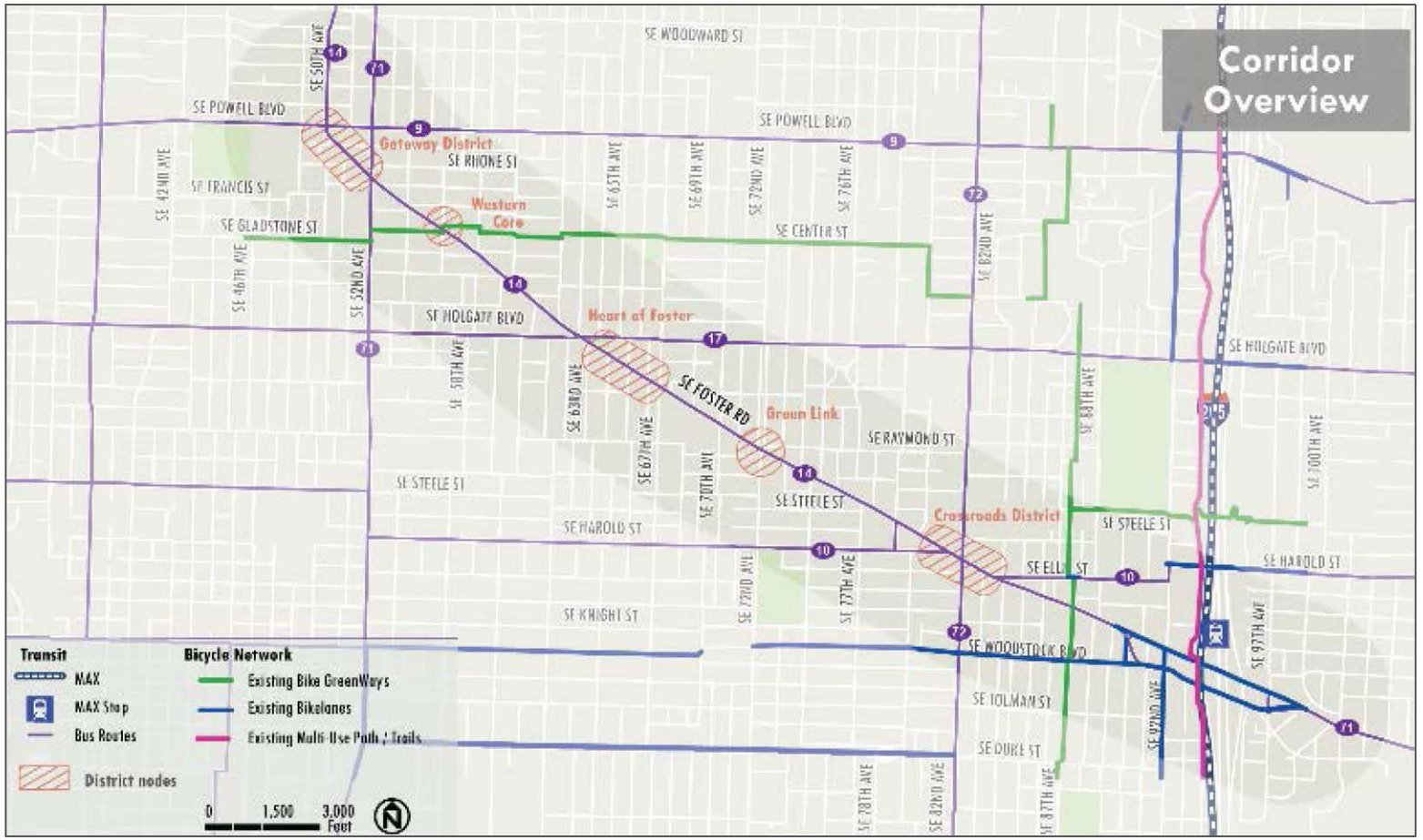
Foster Road Transportation and Streetscape Plan

Adopt the recommendations in the Foster Road Transportation and Streetscape Plan

- Project Context
- Public Involvement
- Plan Recommendations
- Prioritization and Funding


Foster Road Now Widest Street In City.

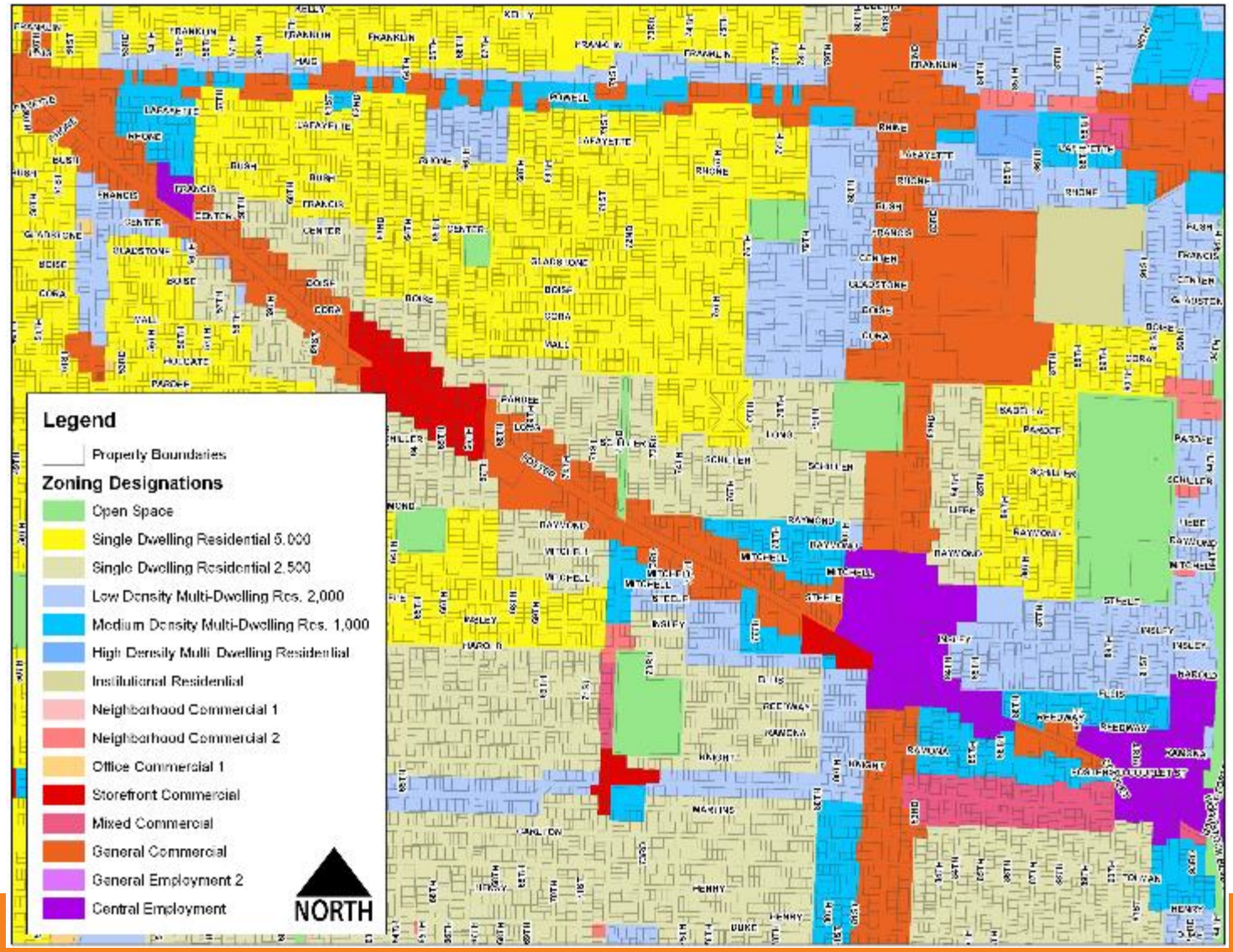
Corridor Context



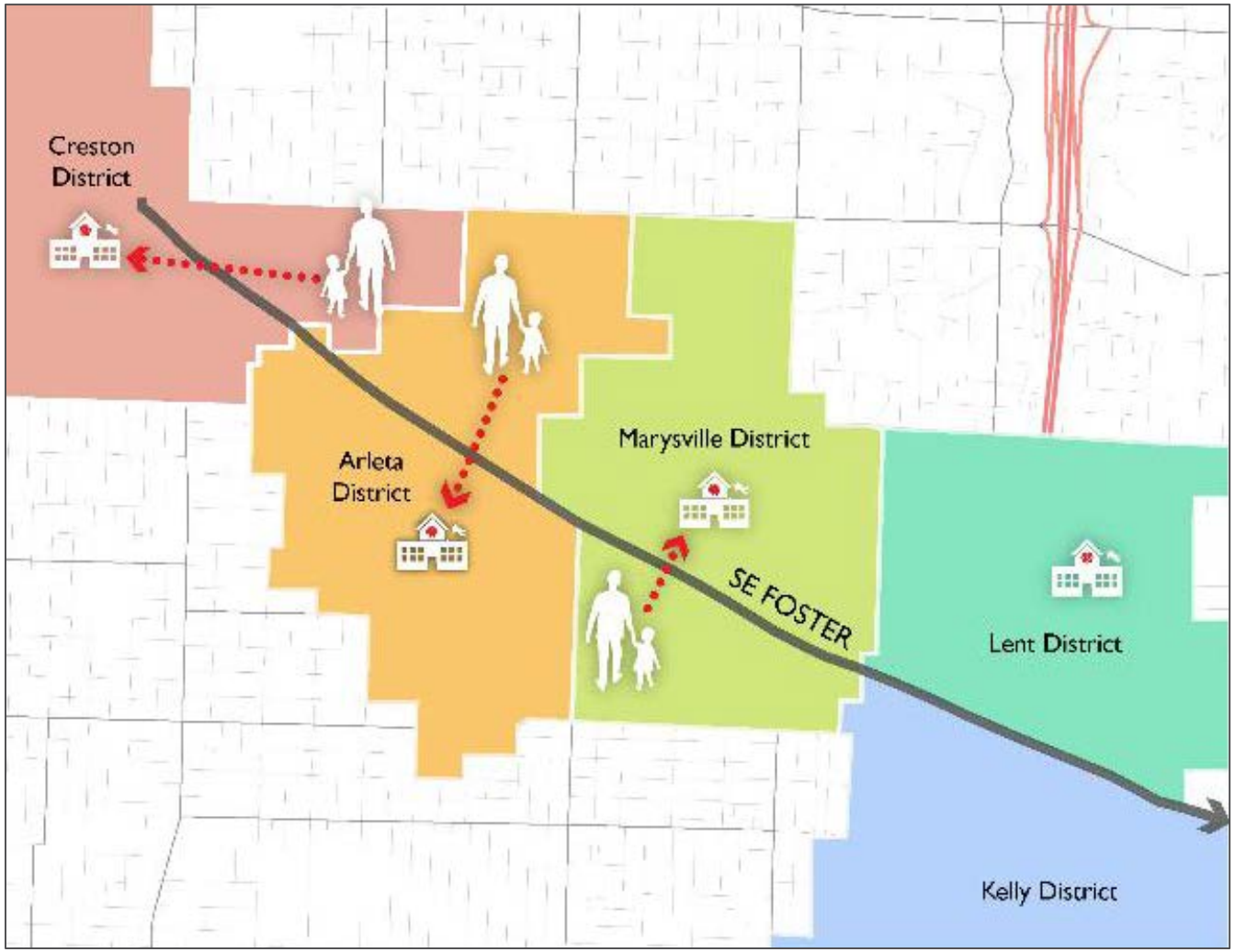
Policy Context

- Foster Road Transportation and Streetscape Plan (2003)
- Streetcar System Concept Plan (2009)
- Bicycle Plan for 2030 (2010)
- Foster Road High Crash Corridor Safety Plan (2012)
- PBOT awarded $5.25 million to implement safety and streetscape improvements ($2.25 million from Lents Urban Renewal District funds that leveraged $3 million in regional grant funds)

Land use and Zoning



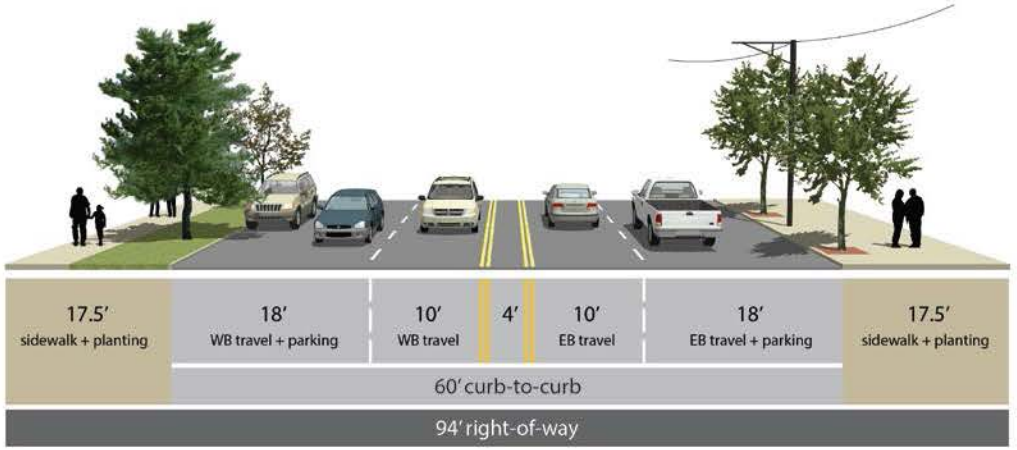
School Attendance Areas



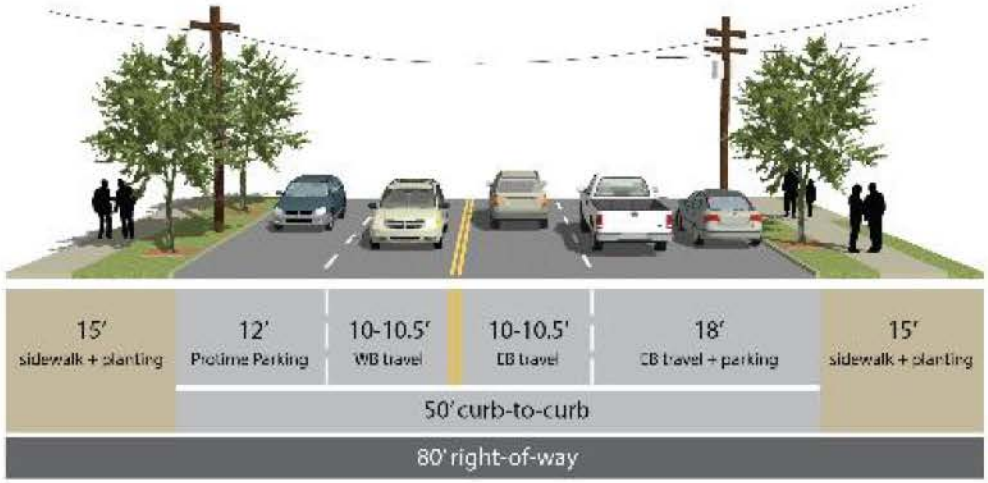
Existing Conditions

Cross Sections

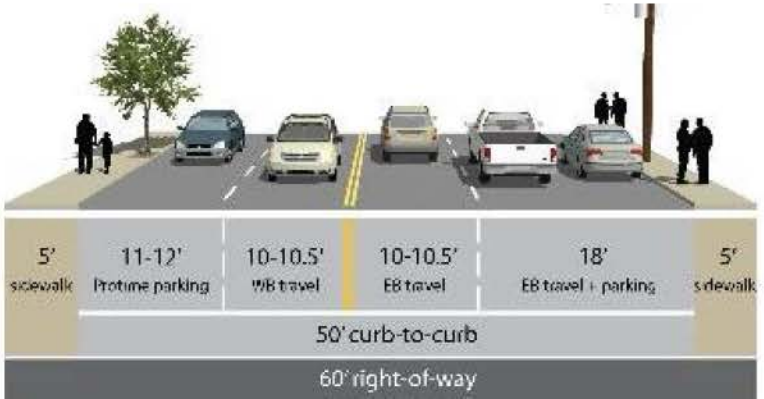
Powell Boulevard to SE 72nd Avenue



SE 72nd to SE 80th Avenues



SE 84th to SE 90th Avenues

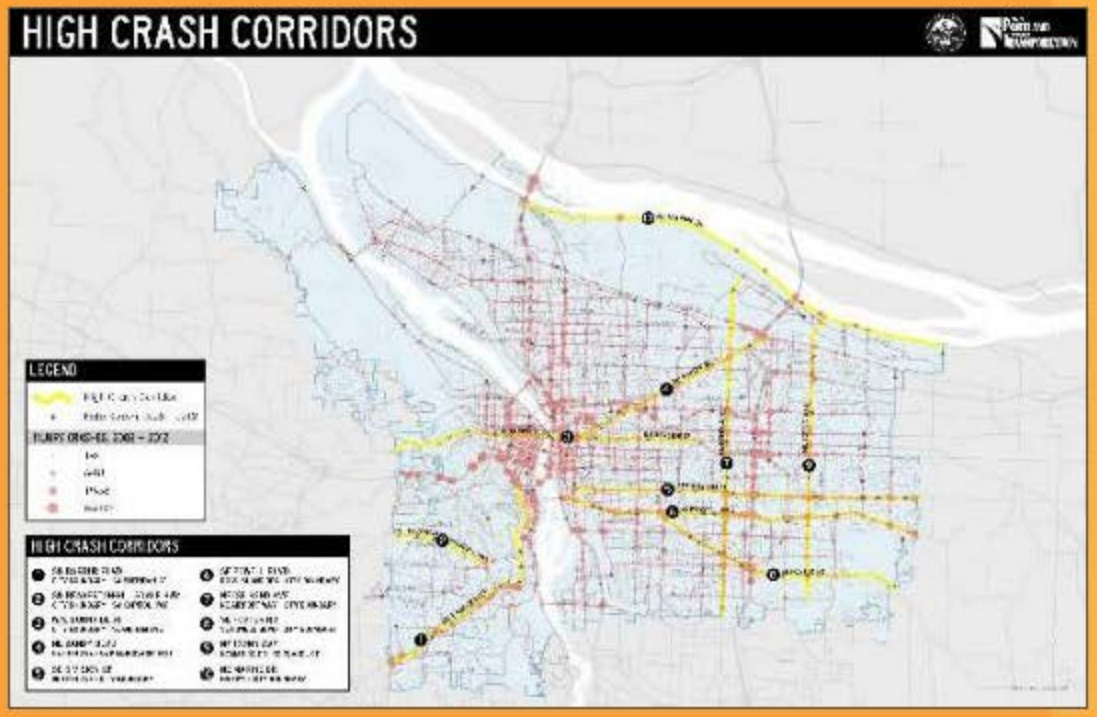


Cycling Conditions

Pedestrian Conditions

Foster Road: A High Crash Corridor

- Over 1,200 total crashes in the last 10 years
- 537 crashes involving injuries
- 8 fatalities
  - 5 pedestrians
  - 3 auto riders
- Speeds along corridor exceed the posted 35 mph



Public Involvement

- 12 Stakeholder Advisory Committee meetings
- 5 Open Houses > 450+ attendants
- 20+ meetings with stakeholder organizations in the area
- 500+ responses to several surveys (written and online)
- 15,000 flyers sent twice to households and businesses
- Language specific outreach to minority communities
- Media and blog coverage

Plan recommendations

1. Goals
2. Crossings
3. Cross section
4. Transit
5. Streetscape

Crossings - Curb Extensions

Crossings - Marked Crossings

Crossings - Rectangular Rapid Flash Beacons

Cross Section SE 52nd Avenue to SE 72nd Avenue

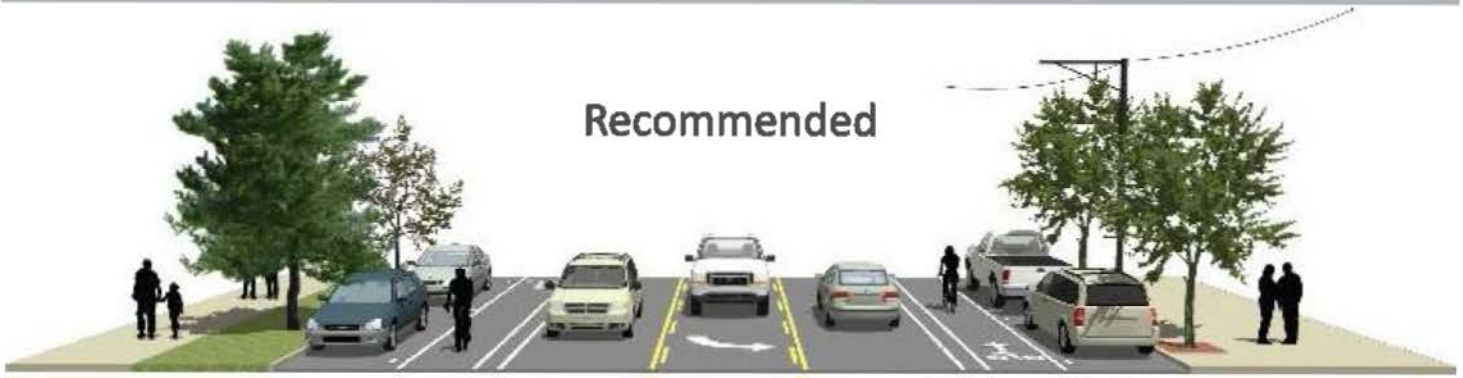
Existing

17.5′	18′	10′	4′	10′	18′	17.5′
sidewalk + planting	WB travel + parking	WB travel		EB travel	EB travel + parking	sidewalk + planting

60′ curb-to-curb

94′ right-of-way

Recommended

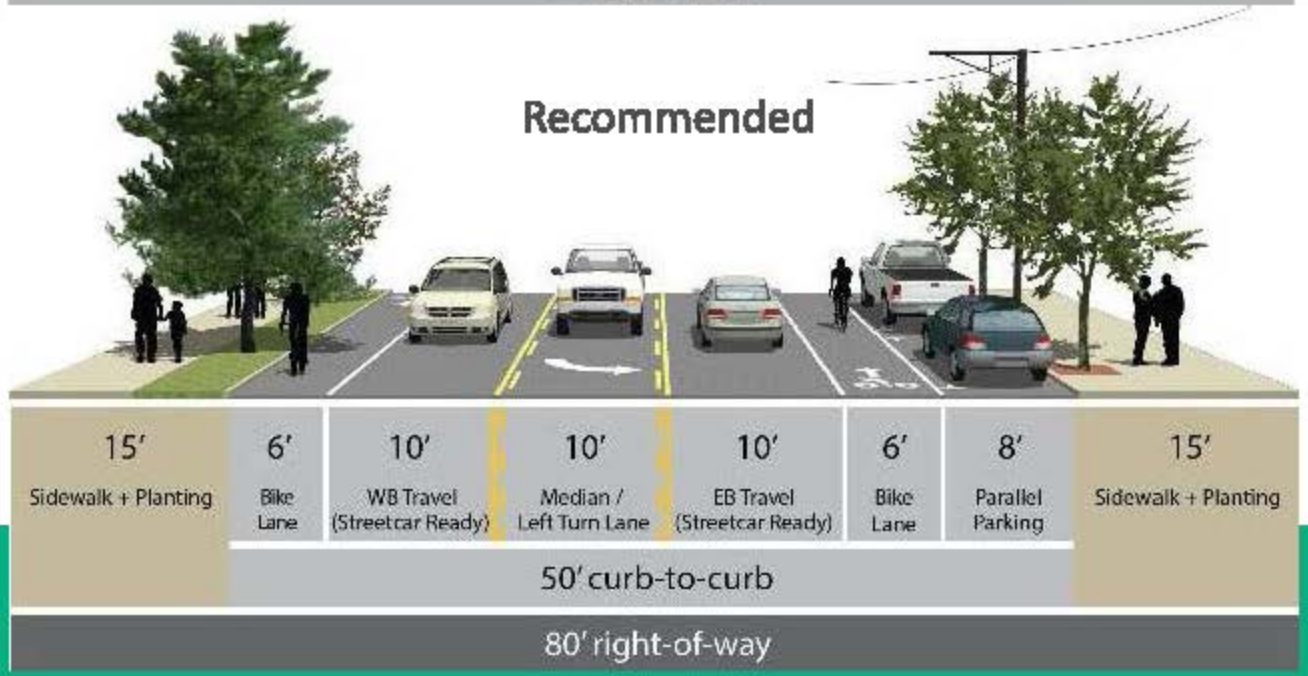


17.5′	8′	5′	2′	10′	10′	10′	2′	5′	8′	17.5′
Sidewalk + Planting	Parallel Parking	Buffered Bike Lane		WB Travel	Median / Left Turn Lane	EB Travel		Buffered Bike Lane	Parallel Parking	Sidewalk + Planting

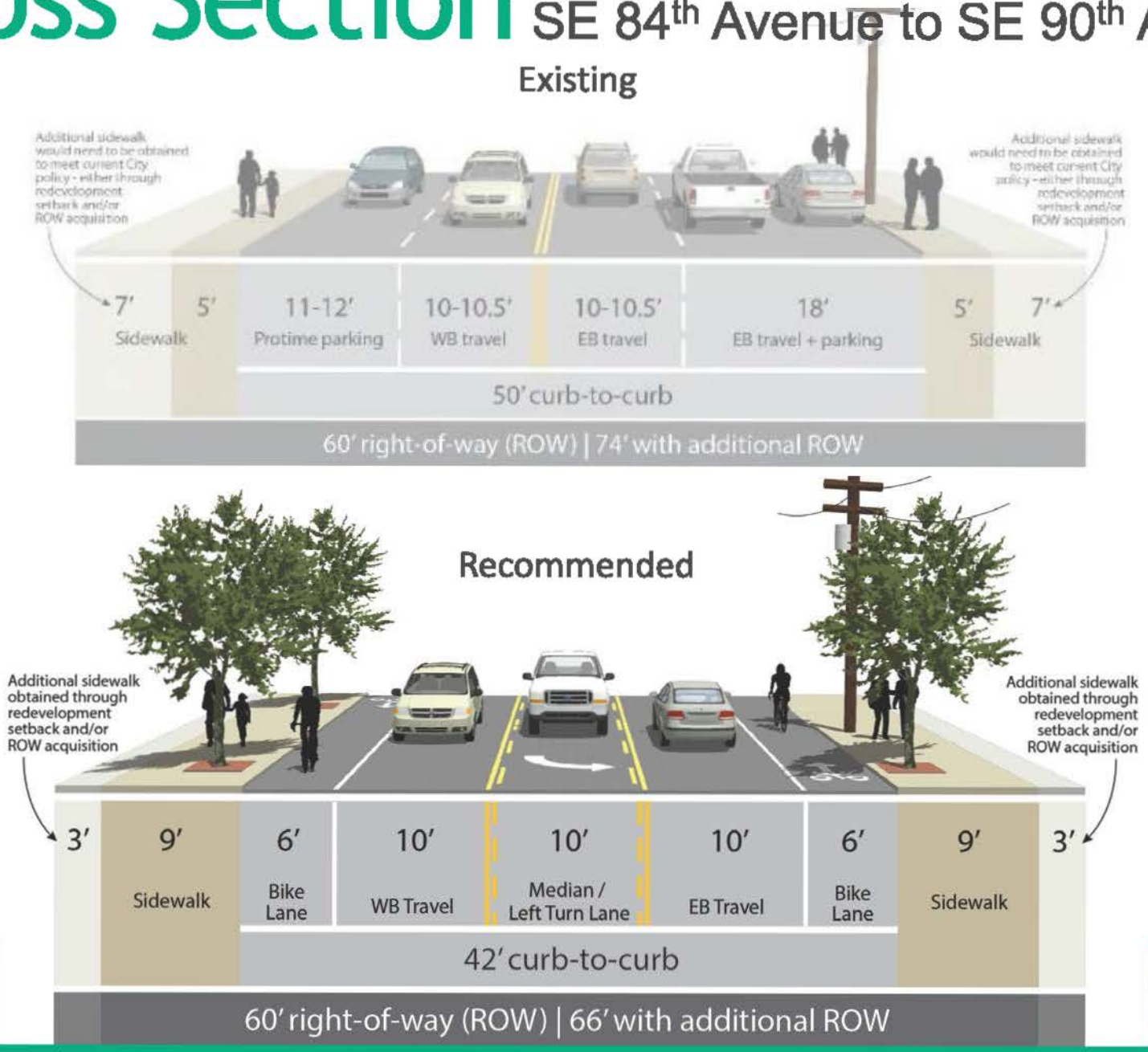
60′ curb-to-curb

95′ right-of-way

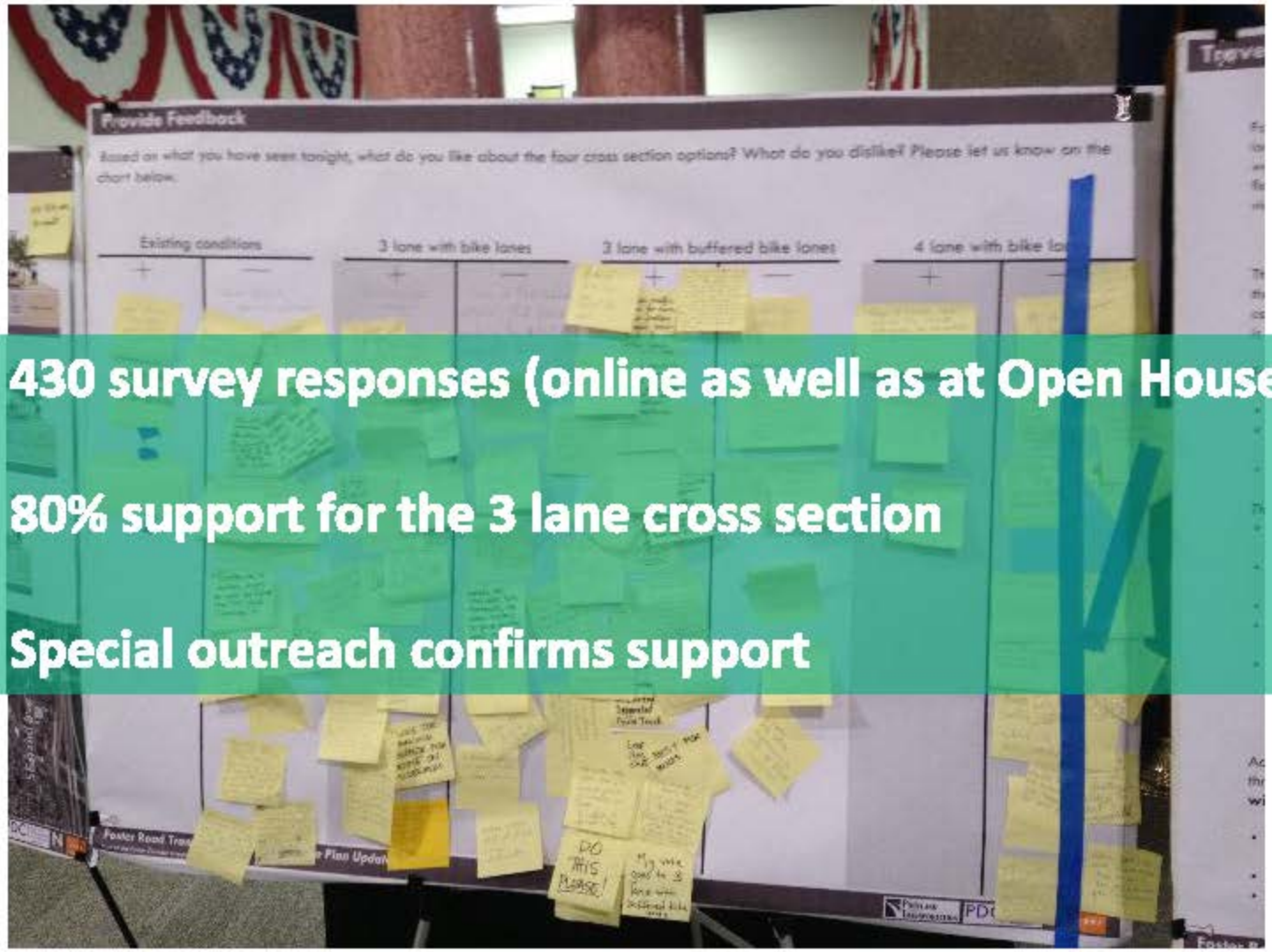
Cross Section SE 72nd Avenue to SE 80th Avenue



Cross Section SE 84th Avenue to SE 90th Avenue

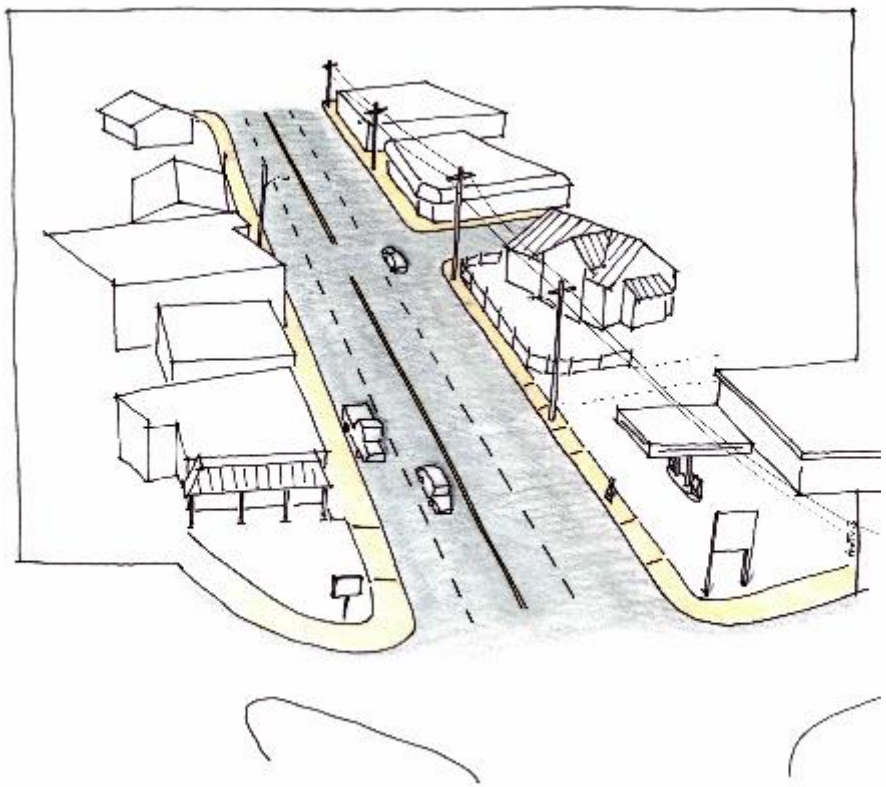


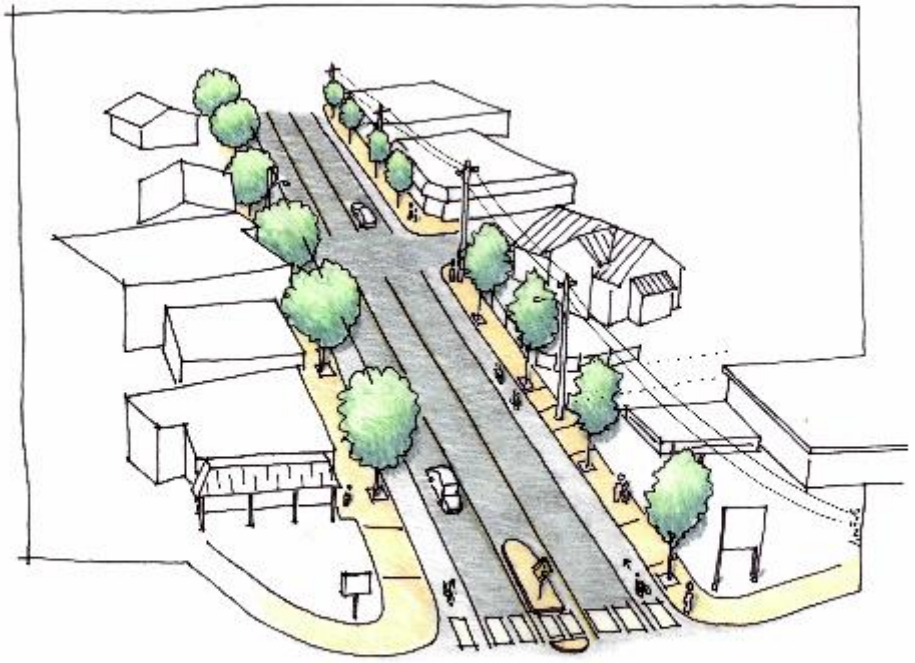
Cross Section - Selection Process



- 430 survey responses (online as well as at Open House)
- 80% support for the 3 lane cross section
- Special outreach confirms support

Benefits - Pedestrians

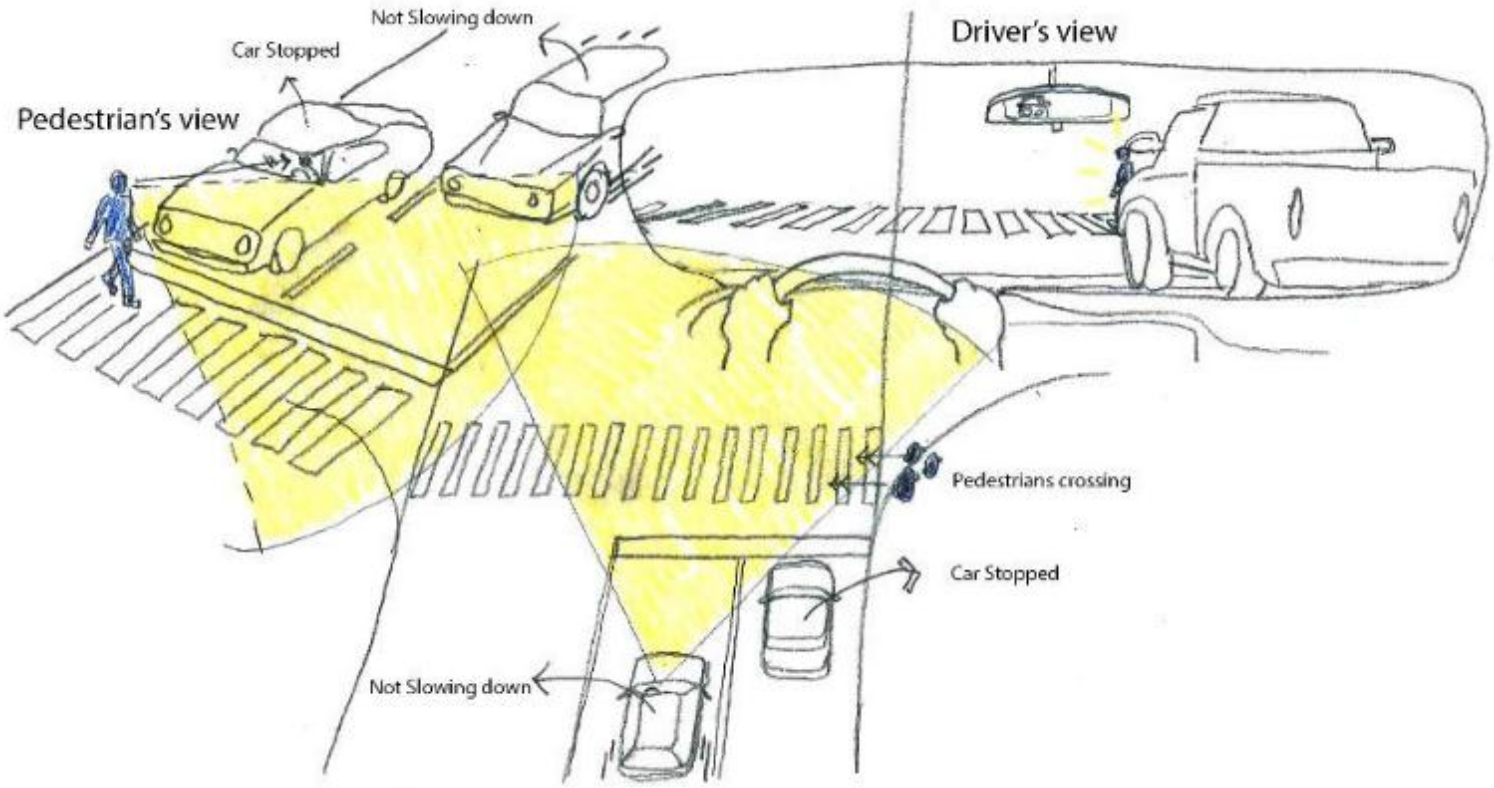




Wider sidewalks (9 feet) with trees from SE 84th to SE 90th Avenues

Source: PBOT

Benefits – Pedestrians - Motorists

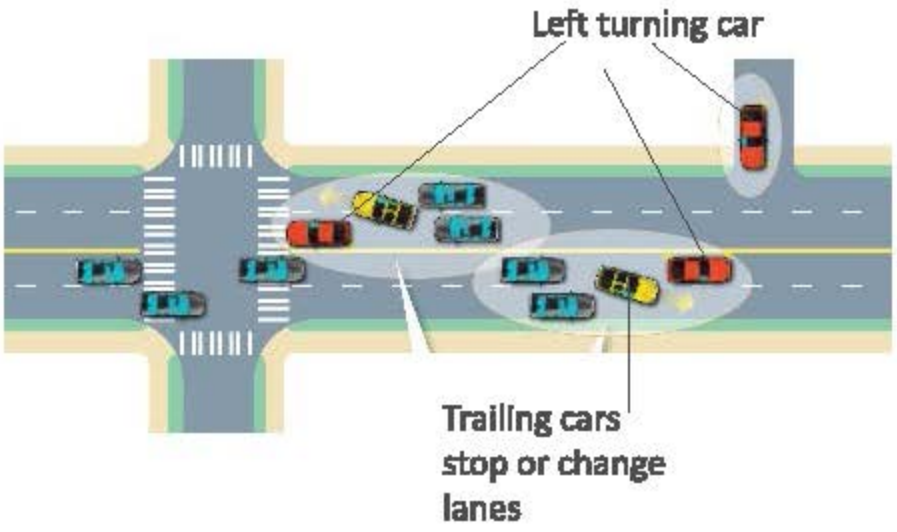


National study (FHWA) indicates a 20% decrease in crashes for all modes from conversion of 4-lane road to 3-lane road

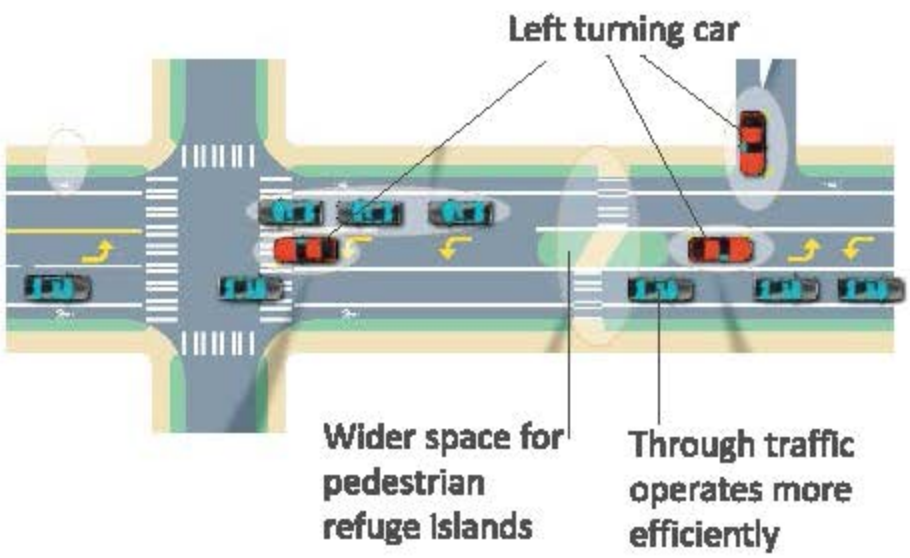
Source: PBOT

Benefits - Motorized Vehicle Safety

Sample 4-Lane Roadway Section



Sample 3-Lane Roadway Section



National study (FHWA) indicates a 20% decrease in crashes for all modes from conversion of 4-lane road to 3-lane road

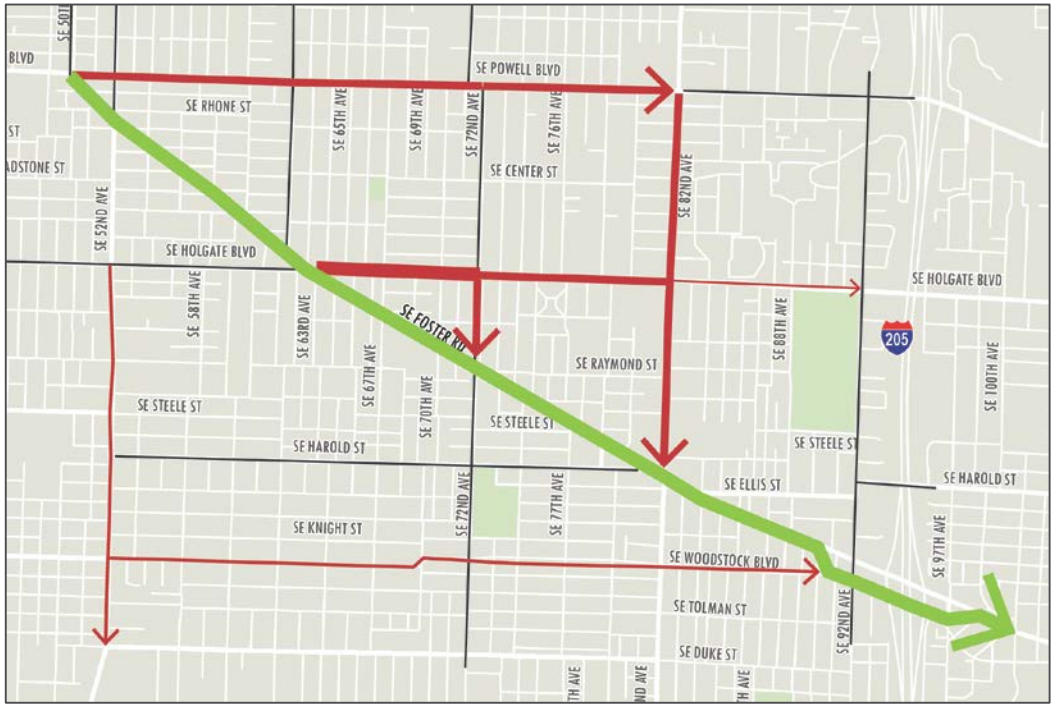
Source: King County

Benefits - Bicyclists

Bicycle lanes from Lents Town Center to the upcoming “50s Bikeway”

Traffic impacts

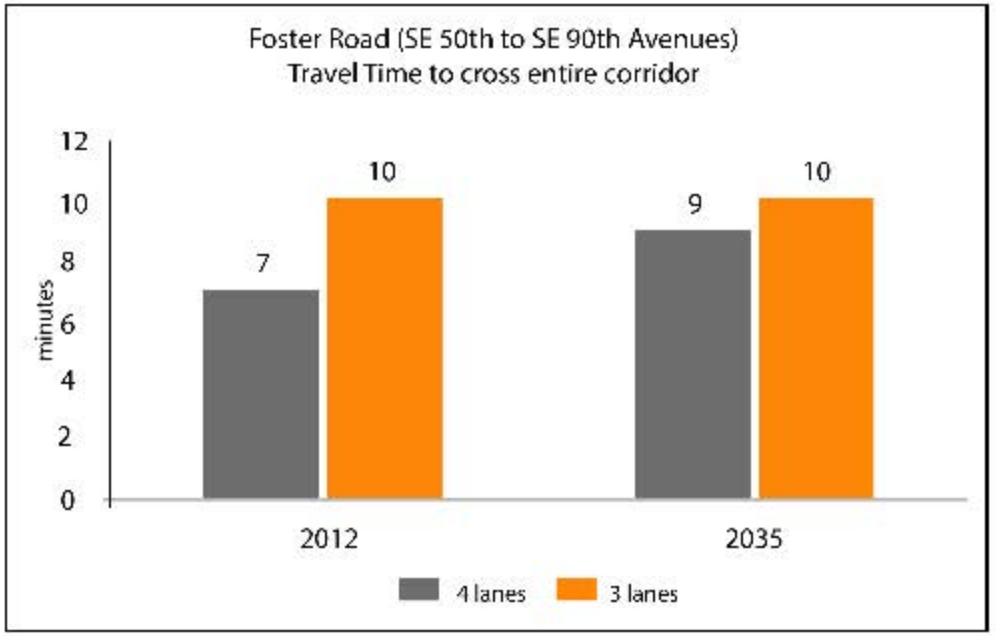
- During most of the day and weekends, no significant change in traffic patterns
- During peak times some traffic will divert
- During PM Peak on weekdays, up to 30 percent of traffic in the peak direction will find other arterials



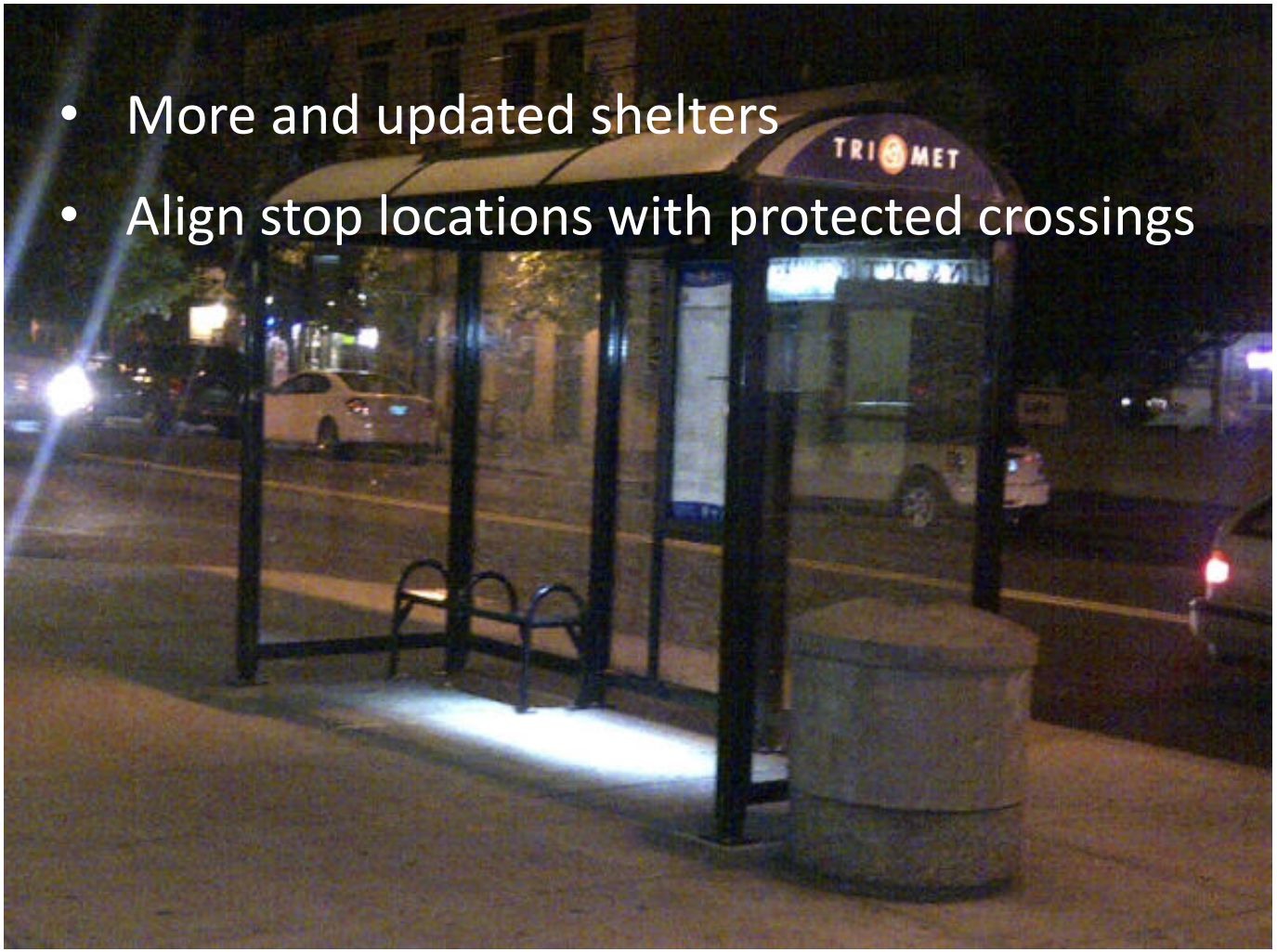
PM Peak Traffic pattern changes in peak direction

Traffic impacts

- Up to 3 minutes of additional travel time to cross the **entire Foster corridor** in the peak time peak direction
  - 2 additional minutes for average user (who doesn't travel the entire corridor)
- By 2035, the travel time difference to cross the entire corridor is reduced to 1 minute



Transit



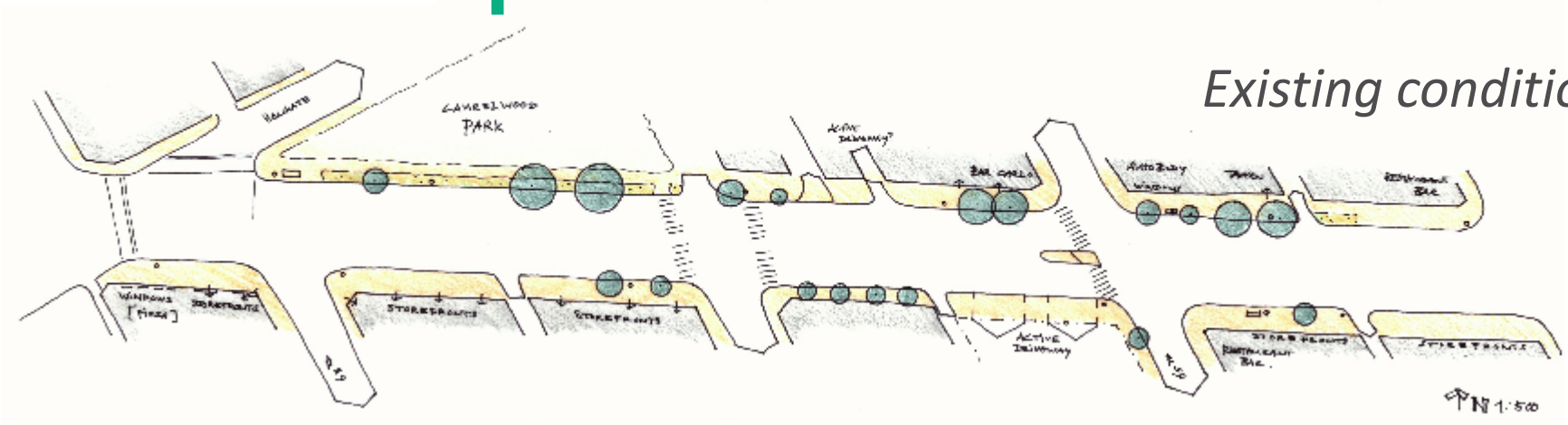
- More and updated shelters
- Align stop locations with protected crossings

Streetscape – Ornamental Lights

- Street Light Type: Lumec Z-40
- Complements historic buildings along the “Heart of Foster” and in Lents Town Center

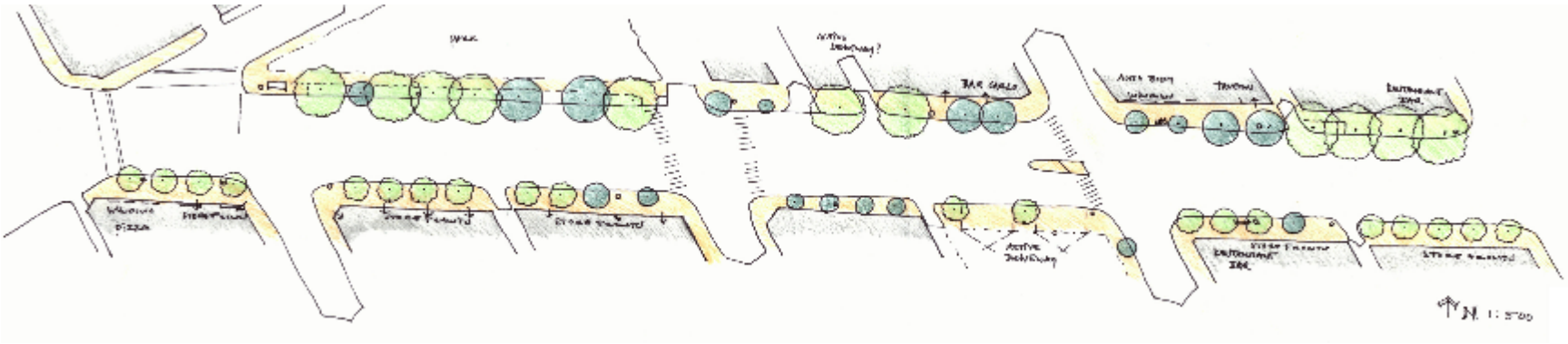
Streetscape- Street Trees

Existing conditions



Recommended:

Adding large trees in north side and smaller trees south side



Prioritization and Funding

- Plan received strong support from the community
- Plan elements add up to more than the awarded funds to date
- Public and SAC prioritized how to allocate the $5.25 million
  - Priority for safety improvements for all areas
  - Priority for crossings and cross section with wider sidewalks

December Open House at SE Works

THANK YOU

WE KEEP PORTLAND *MOVING*.

Pedestrian Conditions

Foster Road Transportation and Streetscape Plan
SE 50th Ave. to SE 90th Ave.

OPEN HOUSE: Thursday, December 5, 2013, 6:00-8:00 PM
SE Works, 7916 SE Foster Road
Closest TriMet bus lines: #10 on SE Harold, #14 on SE Foster, #72 on SE 82nd
Drop by anytime between 6:00 PM and 8:00 PM. Light snacks will be provided.

Please join us for an Open House to comment on the recommendations to improve Foster Road
The Portland Bureau of Transportation (PBOT) is recommending much-needed safety and multimodal (pedestrian, transit, bicycle, motor vehicle) improvements to Foster Road, a PBOT-designated High Crash Corridor, from SE 50th to SE 90th Avenues. This open house will present the recommendations developed with our citizen committee. The recommendations include the addition of protected crossings and curb extensions for pedestrians, safer access for cyclists via bicycle lanes, more bus stop shelters, more street trees, more street lights, wider sidewalks east of SE 84th Avenue which would greatly enhance walking and access to businesses, and the conversion of four travel lanes to three lanes which would lead to fewer crashes for all road users.

current * actual * текущий * hiện tại

Currently, Foster Road between SE 50th Ave. and SE 90th Ave. has 4 lanes for cars, with no bike lanes or center turn lane (a typical block is shown above). Parking is allowed on both sides for much of its length.

proposed * propuesto * предложенный * đề xuất

The proposal is shown above. While there would be some variation depending on the width of the right-of-way, the proposal would add bike lanes and a center turn lane along this stretch of Foster, while retaining most of the on-street parking.

Proyecto de Transporte para la Calle Foster

REUNIÓN PÚBLICA
jueves 5 de diciembre de 2013
SE Works, 7916 SE Foster Rd.
Venga a ver y comentar a nuestras propuestas mejoras, que incluyen mas cruzes protegidos y extensiones de las aceras, ciclovias, la conversion de cuatro a tres pistas, mas refugios para las paradas de buses, mas arboles y luces, y nuevas y mas anchas aceras al este de la calle SE 84.
Linea más cercana de autobuses TriMet: 14 en SE Foster, 10 en SE Harold, 72 en SE 82
Llegue a cualquier hora entre las 6:00 y las 8:00 p. m. para obtener más información.

Para solicitar un intérprete, llame al 503-823-6177 antes del 26 de noviembre.

Фостер автомобильного транспорта проэкт

День Открытых Дверей
Четверг, 5 Декабря, 2013
SE Works 7916 SE Foster Road
Приходите в любое время между 6:00 вечера и 8:00 вечера

Приходите и прокомментируйте наши предлагаемые усовершенствования, которые включают дополнительные безопасные переходы и расширенные обочины, велосипедные линии, передел четырехлинейного движения в трехлинейное, больше стояночных карманов, уличных деревьев и уличного освещения, и новые расширенные пешеходные тротуары к востоку от SE 84th Avenue.

Заказать услуги переводчика можно по телефону 503-823-7808 До 26 Ноября

Dự Án Chuyên Chở cho đường Foster (Foster Road)

Cuộc Tiếp Tân Cho Tin Tức sẽ được tổ chức
Thứ Năm 5 tháng 12, 2013
Ở địa chỉ: 7916 SE Foster Road
Tới tham dự bất cứ lúc nào từ 6:00 chiều tới 8:00 giờ tối

Tới tham dự và cho chúng tôi ý kiến về những về những cải tiến đã được nêu ra là: thêm những chỗ an toàn để qua đường và thêm lề đường, thêm đường đi cho xe đạp, chuyển 4 đường nhỏ thành 3 đường nhỏ cho xe cộ, thêm những chỗ đón xe buýt, thêm đèn đường và cây cối, và chỗ đi bộ mới, rộng hơn phía đông của đông nam đường Tám Mươi Bốn (84th Ave.).

Xin gọi số 503-823-7808 trước ngày 26 tháng 11, để yêu cầu người thông dịch.

Transportation System Plan (TSP)

Street Designations

Bike: City Bikeway (per *Bicycle Plan for 2030*)

Emergency Response: Major Route

Freight: Truck Access

Pedestrian: City Walkway

Traffic: Major City Traffic

Transit: Major Transit Priority, potential future streetcar corridor

Design: Regional Main Street/Regional Corridor

Gateways and Public Art

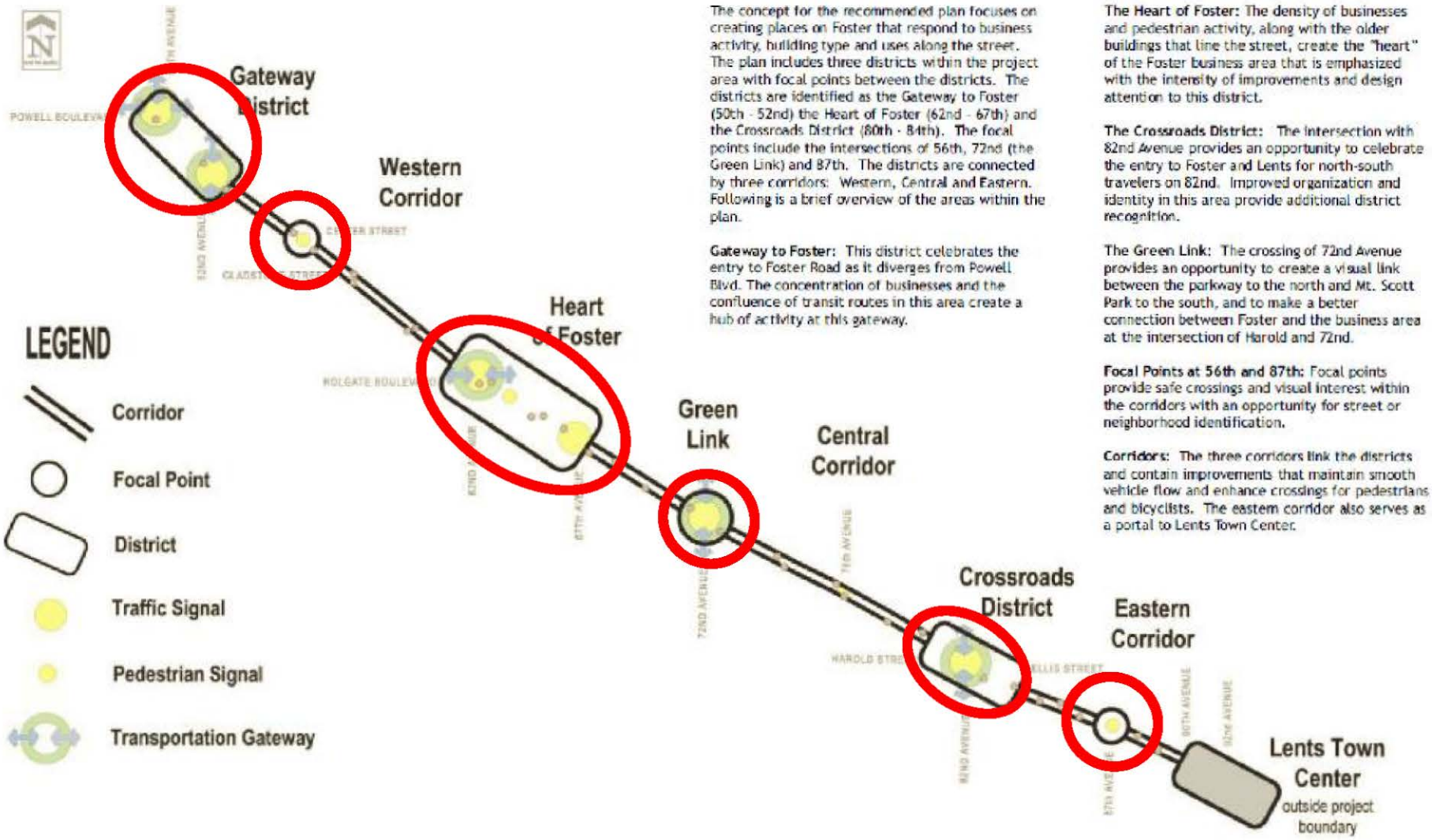
- Gateways: Locations for public art
  - Powell/Foster (Transit island)
  - Heart of Foster (Laurelwood Park)
  - 82nd/Foster (TBD)
  - Lents Town Center (completed)
- Public Art: Plan calls for
  - Funding for public art strongly encouraged. Work with RACC on public process to determine type and final location

Street Trees

- Protect existing healthy trees in corridor
- Provide large new trees where possible (north side)
- Balance need for large tree wells with café seating and other streetscape elements
- Develop separate tree lists for districts and corridors
- Work with BES and Parks on tree planting program along Foster Rd

Ornamental Lights

PLAN OVERVIEW



The concept for the recommended plan focuses on creating places on Foster that respond to business activity, building type and uses along the street. The plan includes three districts within the project area with focal points between the districts. The districts are identified as the Gateway to Foster (50th - 52nd) the Heart of Foster (62nd - 67th) and the Crossroads District (80th - 84th). The focal points include the intersections of 56th, 72nd (the Green Link) and 87th. The districts are connected by three corridors: Western, Central and Eastern. Following is a brief overview of the areas within the plan.

Gateway to Foster: This district celebrates the entry to Foster Road as it diverges from Powell Blvd. The concentration of businesses and the confluence of transit routes in this area create a hub of activity at this gateway.

The Heart of Foster: The density of businesses and pedestrian activity, along with the older buildings that line the street, create the "heart" of the Foster business area that is emphasized with the intensity of improvements and design attention to this district.

The Crossroads District: The intersection with 82nd Avenue provides an opportunity to celebrate the entry to Foster and Lents for north-south travelers on 82nd. Improved organization and identity in this area provide additional district recognition.

The Green Link: The crossing of 72nd Avenue provides an opportunity to create a visual link between the parkway to the north and Mt. Scott Park to the south, and to make a better connection between Foster and the business area at the intersection of Harold and 72nd.

Focal Points at 56th and 87th: Focal points provide safe crossings and visual interest within the corridors with an opportunity for street or neighborhood identification.

Corridors: The three corridors link the districts and contain improvements that maintain smooth vehicle flow and enhance crossings for pedestrians and bicyclists. The eastern corridor also serves as a portal to Lents Town Center.


TRIMET

U.S. Department of Transportation
Federal Highway Administration

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Proven Safety Countermeasures

"Road Diet" (Roadway Reconfiguration)

U.S. Department of Transportation
Federal Highway Administration

Safe Roads for a Safer Future
Investment in roadway safety saves lives


Road Before


Road After

FHWA-SA-12-013

Download the Printable Version [PDF, 260 KB]
You may need the Adobe Reader to view the PDFs on this page.

The classic roadway reconfiguration, commonly referred to as a "*road diet*," involves converting an undivided four lane roadway into three lanes made up of two through lanes and a center two-way left turn lane. The reduction of lanes allows the roadway to be reallocated for other uses such as bike lanes, pedestrian crossing islands, and/or parking. Road diets have multiple safety and operational benefits for vehicles as well as pedestrians, such as:

- Decreasing vehicle travel lanes for pedestrians to cross, therefore reducing the multiple-threat crash (when one vehicle stops for a pedestrian in a travel lane on a multi-lane road, but the motorist in the next lane does not, resulting in a crash) for pedestrians,
- Providing room for a pedestrian crossing island,
- Improving safety for bicyclists when bike lanes are added (such lanes also create a buffer space between pedestrians and vehicles),
- Providing the opportunity for on-street parking (also a buffer between pedestrians and vehicles),
- Reducing rear-end and side-swipe crashes, and
- Improving speed limit compliance and decreasing crash severity when crashes do occur.

Background

Midblock locations tend to experience higher travel speeds, contributing to increased injury and fatality rates. More than 80 percent of pedestrians hit by vehicles

Existing Conditions

Crossings

- Lack of protected crossings, and long crossing distances

Sidewalks

- Wide sidewalks west of SE 80th Avenue. Substandard sidewalks east of SE 84th Avenue

Bicycles

- Lack of dedicated bicycle facilities (including bicycle parking)

Transit

- Frequent service on Foster (line #14 Hawthorne)

Existing Conditions

Traffic

- Four lanes of traffic, carrying between 22-24,000 vehicles a day

Motor vehicle speeds

- Speeding occurs; 85th percentile about 38mph (speed limit is 35mph)

Parking

- On-street parking on both sides west of SE 72nd, and on one side east of SE 72nd Avenue
- On street parking generally underutilized

Streetscape

- Lack of street trees and other streetscape design elements (stormwater, benches, lighting, etc.)