

FOSTER ROAD TRANSPORTATION & STREETScape PLAN



City of Portland
Office of Transportation
Adopted July 9, 2003

Foster Transportation and Streetscape Plan



View looking east at Laurelwood Park with proposed streetscape improvements.

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SE Works for hosting CAC Meetings
Cultural Expressions for hosting the May CAC Meeting
All American Eyeglass Repair for hosting the Business Open House

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CREDITS

Illustrations by Oliver Kuehne, LCA Town Planning & Architecture LLC



Proposed crossing and sidewalk improvements near 80th and Foster.

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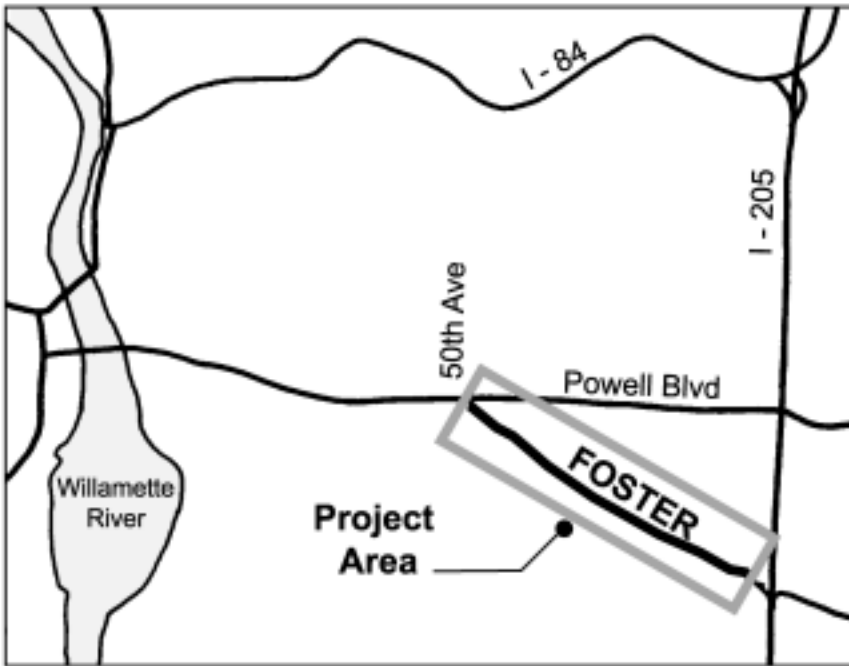
INTRODUCTION

Overview of the Plan

The Foster Transportation and Streetscape Plan was initiated at the request of the community through the Foster Target Area Project. The goal of the planning process was to develop a plan that would outline improvements for the street and sidewalk on Foster Road to improve the safety and appearance of the street and support the people and businesses of the surrounding community.

Project Area

The project area includes the public right of way of SE Foster Road from 50th to 90th Avenues.



The project area begins where Foster diverges from Powell at 50th.

Project Funding

The planning process was funded by the City of Portland and a grant from the State of Oregon's Transportation and Growth Management Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development.

Summary of Community Outreach

The project team used several approaches to provide information and gather input from the community on this plan.



The CAC met monthly to guide the project's development.

Citizen Advisory Committee

The Citizen Advisory Committee (CAC) was appointed by Commissioner Francesconi to represent a variety of neighborhood, community and business interests and guide the plan's development throughout the process. The committee met monthly to give direction, review work by the project team, and listen to the comments of the community as the plan was developed and refined.

Community Events

The team held a community workshop or open house during each phase of the project to ensure the community had an opportunity to give their ideas and make comments before the project proceeded to the next phase. The September 2002 workshop provided an introduction to the project and an opportunity for participants to comment on the project goals and opportunities for improvements. In January, workshop participants reviewed three conceptual approaches to proposed improvements, discussed the concepts, and gave their opinions. At the March 2003 open house, the community was invited to review the preferred alternative and provide comments to the project team and Citizen Advisory Committee.



Community workshops provided an opportunity for public input on the project during each phase.

Neighborhood, Community and Business Groups

The project manager visited regular and special meetings of neighborhood, business and other community groups to provide project updates, respond to questions, and gather input to take back to the CAC during the plan's development.

Overview of the Planning Process

The process of developing the Foster Transportation and Streetscape Plan took approximately one year to complete and was comprised of three phases. Each phase of the project included outreach to the community and involvement of the Citizen Advisory Committee (CAC) and the Technical Advisory Committee (TAC).

The first phase included collecting data and information about the existing conditions on the street, analyzing the information, and examining the opportunities and constraints that would influence decisions about the recommendations. In addition, the project goals were developed by the CAC with input from the community during this phase.

The second phase included an exploration of a range of conceptual alternatives, or approaches, to designing improvements for Foster. The alternatives were reviewed, modified, and consolidated into three alternatives that were presented to the community, CAC and TAC for review and evaluation. A preferred alternative was developed from the preferred attributes of two of the alternatives.

The third phase involved refinement of the preferred alternative and the development of design details to create the draft plan. The project team met with neighborhood and business groups to give an overview of the recommendations and listen to comments and suggestions. The team worked with the CAC and TAC to refine the draft plan and produce and draft for review and comment. The final draft plan was developed for presentation to the City Council for adoption by resolution.

Following is a summary of the project phases:

Phase 1: July - September 2002

- Inventory and Analyze Existing Conditions
- Examine Opportunities and Constraints
- Develop Project Goals

Phase 2: October 2002 - January 2003

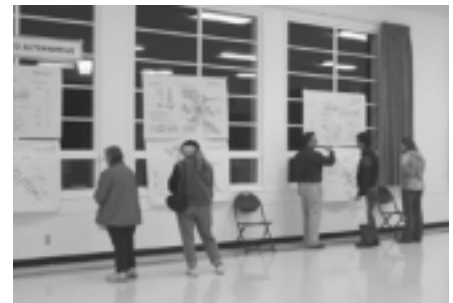
- Develop Conceptual Alternatives
- Analyze and Evaluate Alternatives
- Select Preferred Alternative

Phase 3: February - July 2003

- Refine Preferred Alternative
- Develop Draft Plan
- Present Plan to City Council for Adoption



During the first phase, the CAC reviewed existing conditions on the street and developed project goals.



Participants in the March 2003 Open House reviewed the preferred alternative and gave their comments to the project team.

Project Goals

The project goals were developed by the Citizen Advisory Committee (CAC) with input from the community at the September workshop. The goals, listed on this page, address the issues and needs identified for the project area by the CAC and the community.



One of the project goals is to make Foster a pleasant and attractive place to walk.

Streetscape

- Make the street a safe, pleasant, attractive and comfortable place to walk.

Recommended Actions

- Make the street greener by adding street trees, planters, flower baskets, and more landscaping.
- Add banners.
- Add benches and places to sit.
- Improve lighting.
- Enhance the appearance of buildings.
- Create a consistent and memorable image for the street that reflects its history and character.
- Move sidewalk obstructions to ensure clear access and views.
- Add trash cans and find ways to reduce litter on the street.

Pedestrian Travel

- Create a safe walking environment for pedestrians walking along and across the street.

Recommended Actions

- Increase opportunities for pedestrian crossings, and improve crossing safety, including school crossings.
- Provide buffers between pedestrians and moving vehicles
- Reduce curb cuts.
- Ensure ADA-compliant curb ramps are in place.

Vehicles

- Provide a safe corridor for vehicle travel that maintains an acceptable level of service and ensures smooth, consistent traffic movement.

Recommended Actions

- Slow traffic on the street.
- Synchronize signals.
- Improve intersections and crossings for safety and clarity.
- Ensure adequate on-street parking exists to serve businesses.

Transit

- Improve transit service on Foster.

Recommended Actions

- Provide consistently spaced stops and transit stop amenities.
- Reduce travel time on corridor.

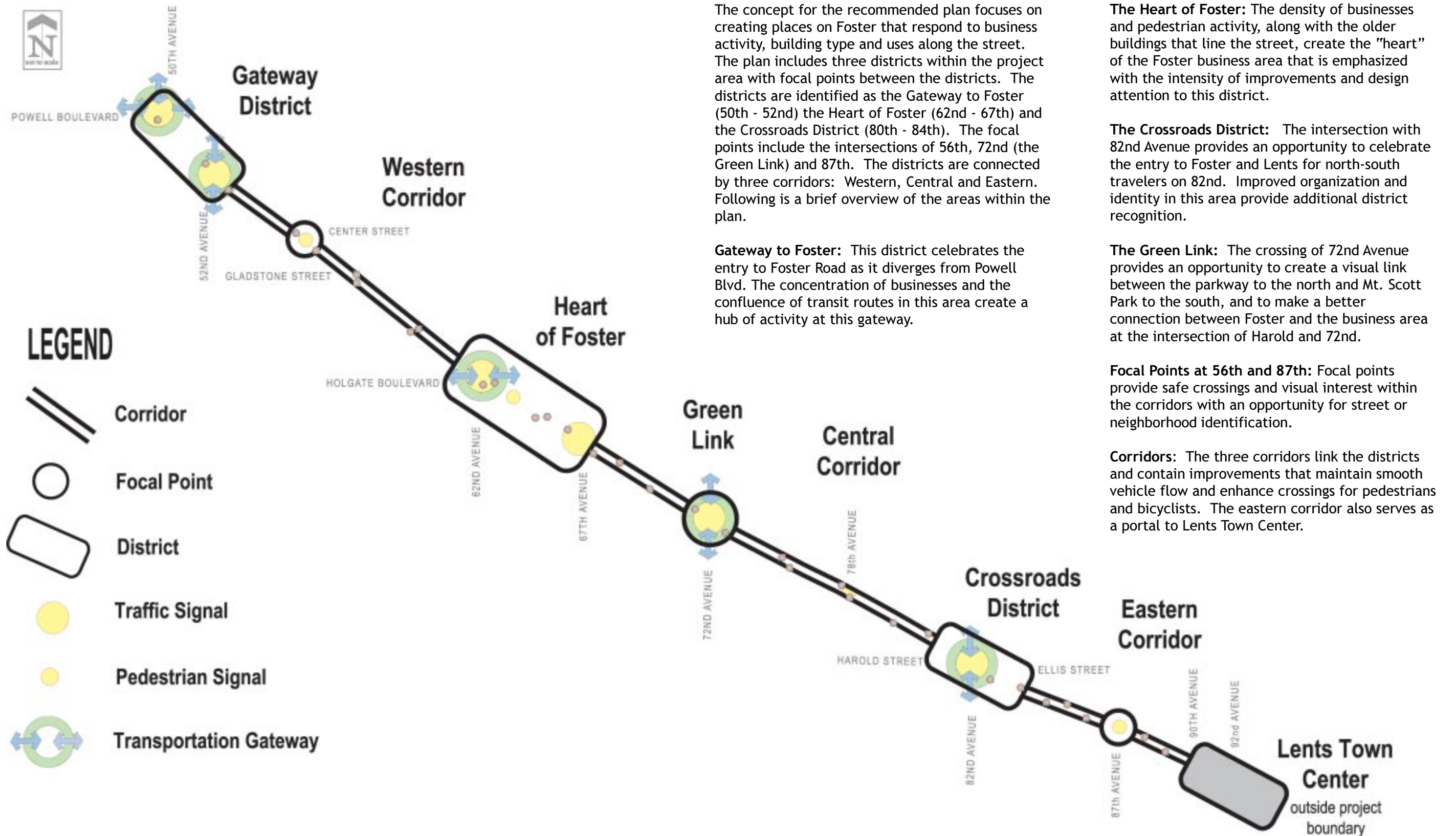
Bicycle Travel

- Ensure bicyclists can safely ride on and cross Foster, and access Foster-area businesses.

Recommended Actions

- Provide parking for bicycles.
- Provide safe bicycle crossings where designated bike routes cross Foster.
- Investigate the possibility of adding bike lanes to Foster.

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.

The GATEWAY TO FOSTER SE 50th - 52nd Avenue



- ENTRY TO FOSTER
(See page 5 for details)
- VERTICAL GATEWAY MARKERS
- BANNERS
- SPECIAL PAVING ON ISLAND
- PUBLIC ART ON ISLAND
- GREENERY & CONCRETE BARRIER ON ISLAND
- STREET TREES ON SOUTH SIDE
- POSSIBLE GATEWAY SPAN

- POST OFFICE ACCESS CHANGE
- HIGHER MEDIAN IN FOSTER RD.
- SIGNED RIGHT IN/OUT @ LAFAYETTE ST
- SIGNED LEFT TURN @ RHONE ST

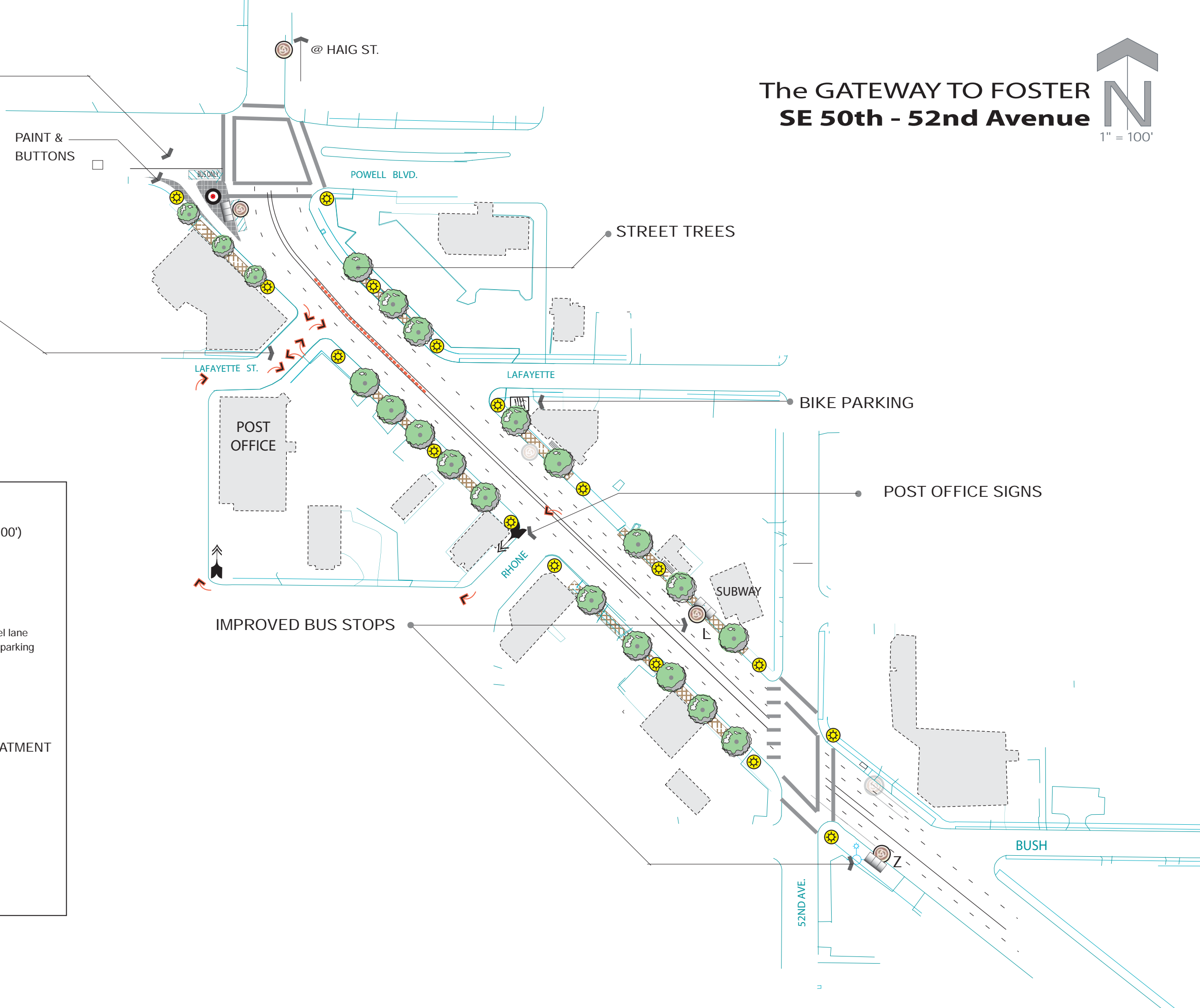
LEGEND

| | |
|--|--------------------------------------|
| | GATEWAY ELEMENT |
| | ORNAMENTAL LIGHTING (spacing = 100') |
| | BUS SHELTER |
| | NEW BUS STOP |
| | EXISTING BUS STOP |
| | DIRECTIONAL SIGNS |
| | BIKE PARKING |
| | FURNITURE ZONE & SIDEWALK TREATMENT |
| | STREET TREES |

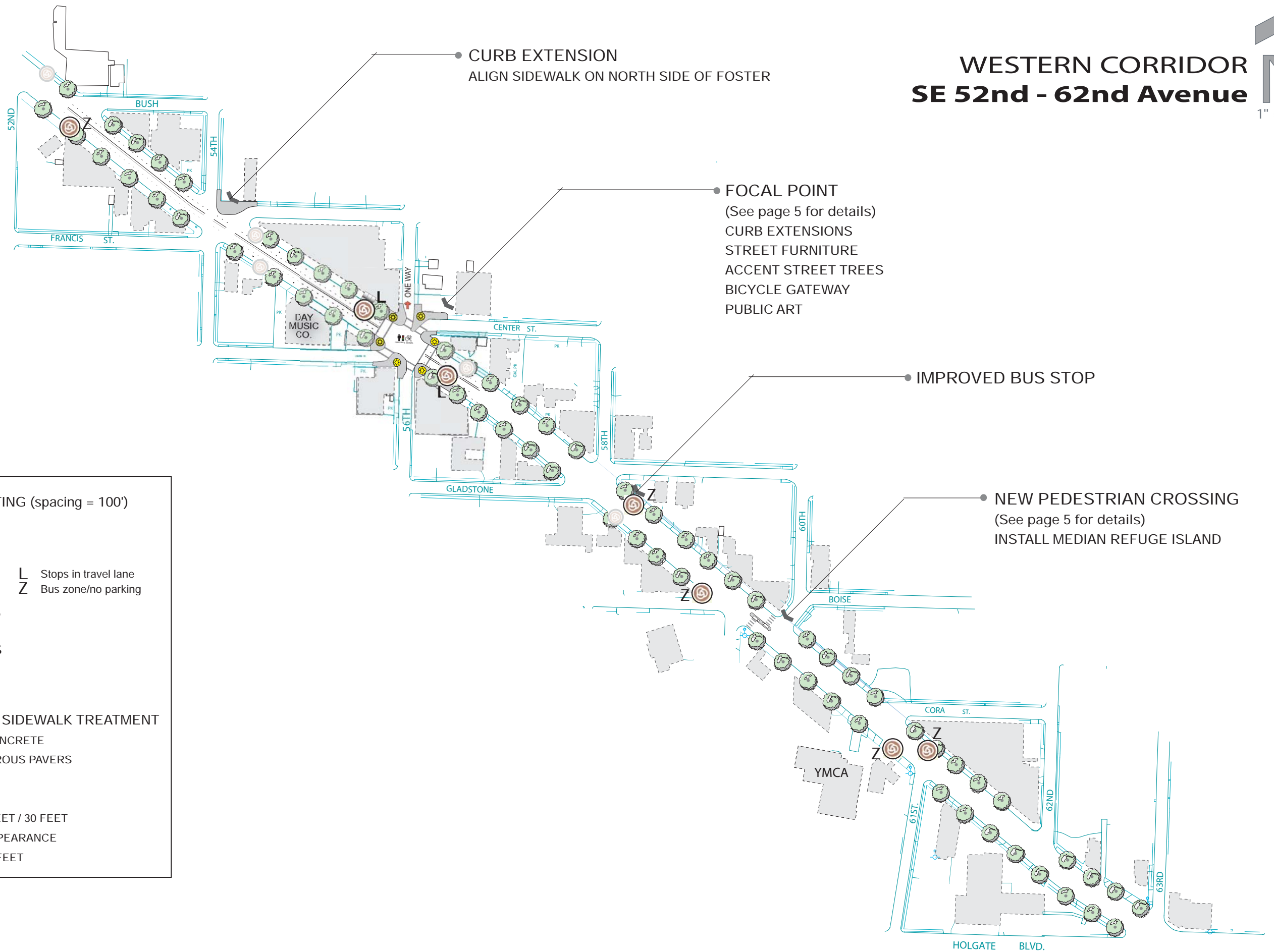
L Stops in travel lane
 Z Bus zone/no parking

SIDEWALK = SCORED CONCRETE
 FURNISHING ZONE = POROUS PAVERS

HEIGHT / SPREAD = 25 FEET / 25 FEET
 UNIFORM APPEARANCE
 ACCENT FLOWERING
 AVERAGE SPACING = 25 FEET



WESTERN CORRIDOR SE 52nd - 62nd Avenue



LEGEND

| | |
|--|--------------------------------------|
| | ORNAMENTAL LIGHTING (spacing = 100') |
| | BUS SHELTER |
| | NEW BUS STOP |
| | EXISTING BUS STOP |
| | DIRECTIONAL SIGNS |
| | BIKE PARKING |
| | FURNITURE ZONE & SIDEWALK TREATMENT |
| | SIDEWALK = SCORED CONCRETE |
| | FURNISHING ZONE = POROUS PAVERS |
| | STREET TREES |
| | HEIGHT / SPREAD = 70 FEET / 30 FEET |
| | GREATER VARIETY IN APPEARANCE |
| | AVERAGE SPACING = 30 FEET |

L Stops in travel lane
Z Bus zone/no parking

THE HEART OF FOSTER SE 63rd - 67th Avenue



DISTRICT ENTRY FEATURES

- (See page 6 for details)
- PUBLIC ART OPPORTUNITY
- FREE STANDING COLUMNS
- BANNERS
- POSSIBLE GATEWAY SPAN

LAURELWOOD PARK IMPROVEMENTS

- EXPANDED USE POTENTIAL
- SEATING AREA
- OPEN ENTERTAINMENT AREA
- CHESS AREA
- IMPROVED PLANTING & SIGNAGE AT ENTRY

INTERSECTION IMPROVEMENTS

- CURB EXTENSIONS
- TRANSIT STOP IMPROVEMENTS
- POSSIBLE DRIVEWAY CONSOLIDATIONS

DISTRICT ENTRY FEATURES

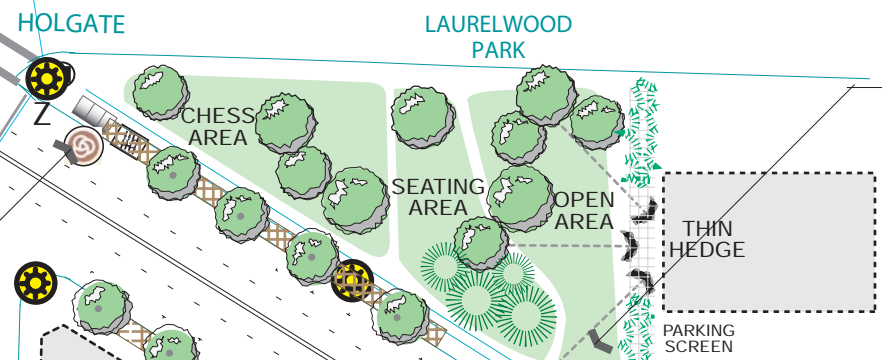
- (See page 6 for details)
- CURB EXTENSIONS
- PUBLIC ART OPPORTUNITY
- FREE STANDING COLUMNS
- BANNERS

LEGEND

- GATEWAY ELEMENT
- ORNAMENTAL LIGHTING (spacing = 100')
- BUS SHELTER
- NEW BUS STOP
- EXISTING BUS STOP
- DIRECTIONAL SIGNS
- BIKE PARKING
- FURNITURE ZONE & SIDEWALK TREATMENT
SIDEWALK = SCORED CONCRETE
FURNISHING ZONE = POROUS PAVERS
- STREET TREES
HEIGHT / SPREAD = 25 FEET / 25 FEET
UNIFORM APPEARANCE
ACCENT FLOWERING
AVERAGE SPACING = 25 FEET

Stops in travel lane
 Bus zone/no parking

IMPROVED BUS STOPS



INTERSECTION IMPROVEMENTS
CURB EXTENSIONS

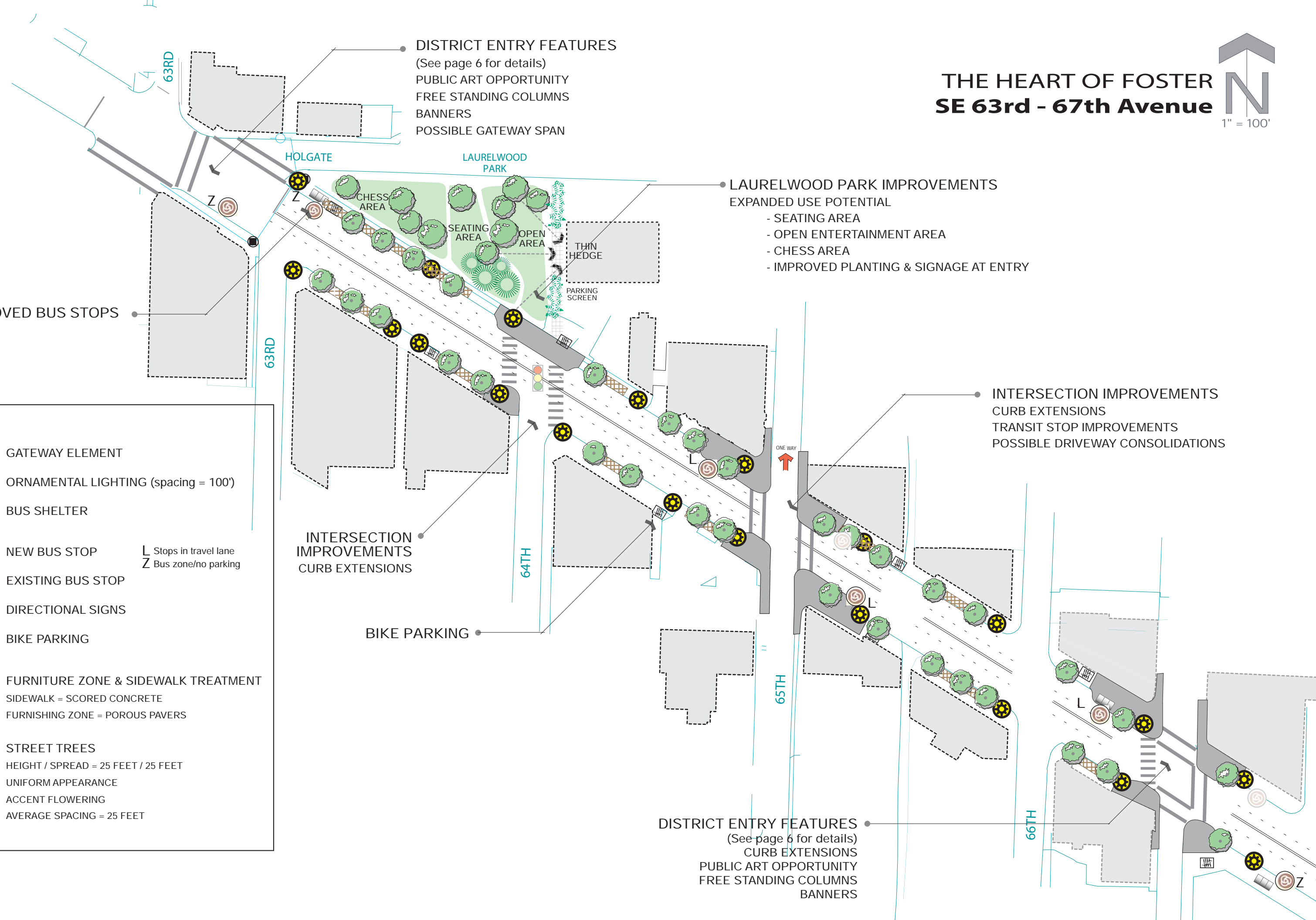
BIKE PARKING

64TH

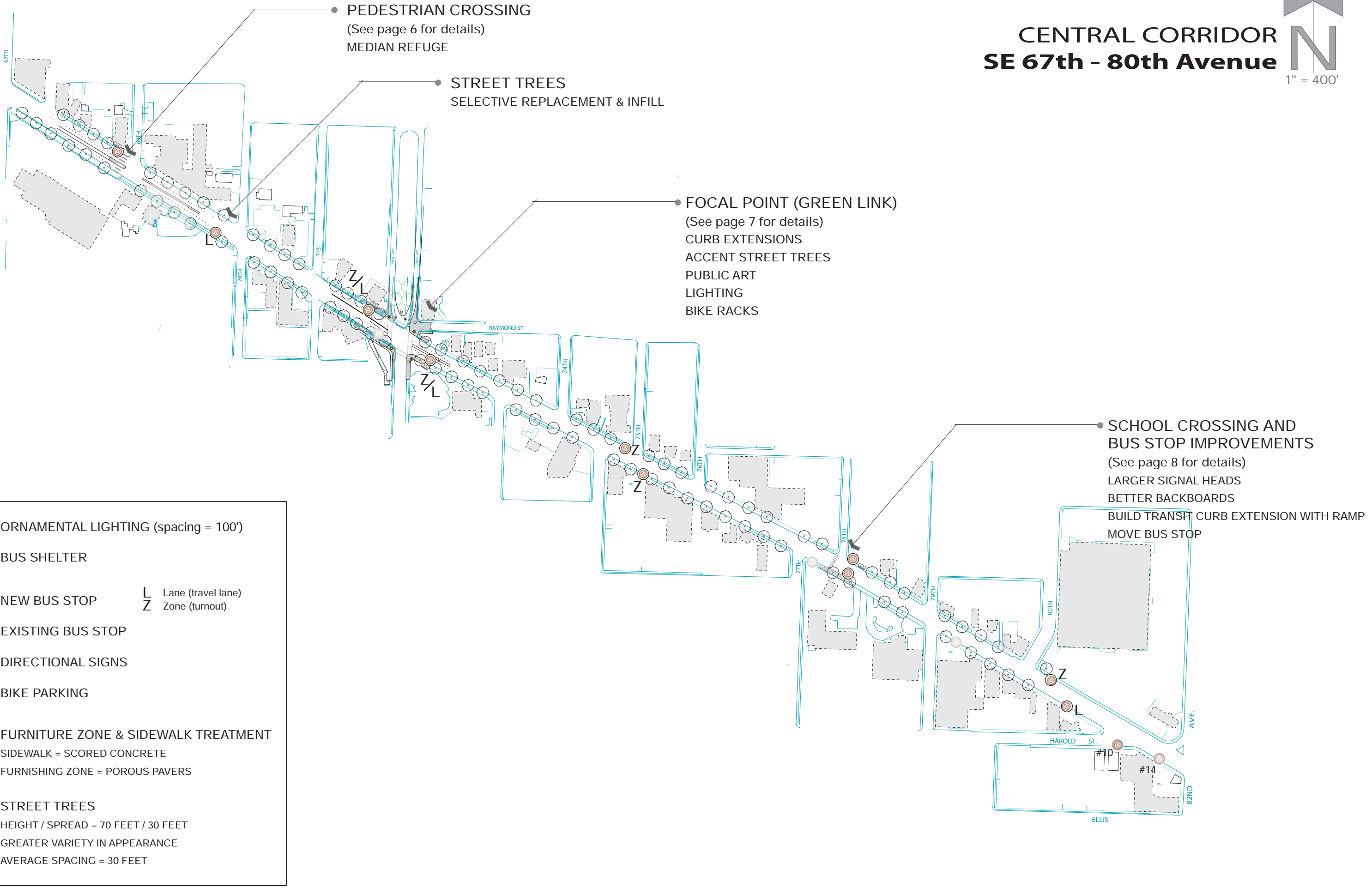
65TH

66TH









ONE WAY



CENTRAL CORRIDOR SE 67th - 80th Avenue



LEGEND

| | |
|---|--------------------------------------|
|  | ORNAMENTAL LIGHTING (spacing = 100') |
|  | BUS SHELTER |
|  | NEW BUS STOP |
|  | EXISTING BUS STOP |
|  | DIRECTIONAL SIGNS |
|  | BIKE PARKING |
|  | FURNITURE ZONE & SIDEWALK TREATMENT |
| | SIDEWALK = SCORED CONCRETE |
| | FURNISHING ZONE = POROUS PAVERS |
|  | STREET TREES |
| | HEIGHT / SPREAD = 70 FEET / 30 FEET |
| | GREATER VARIETY IN APPEARANCE |
| | AVERAGE SPACING = 30 FEET |

L Lane (travel lane)
Z Zone (turnout)

The CROSSROADS DISTRICT SE 80th-84th Avenue



IMPROVE PEDESTRIAN CROSSING
(See page 8 for details)
INSTALL PEDESTRIAN REFUGE ISLAND, MINIMIZING LOSS OF ON-STREET PARKING
MOVE BUS STOP & SHELTER IN FRONT OF PEDESTRIAN CROSSING
PROPOSE MORE DIRECT ACCESS TO FRED MEYER ENTRY ACROSS PARKING LOT

BIKE RACKS

INSTALL REFUGE ISLAND
(See page 9 for details)

NEIGHBORHOOD MONUMENTS
SINGLE VERTICAL ELEMENT
ENTRY STATEMENT TO FOSTER & LENTS

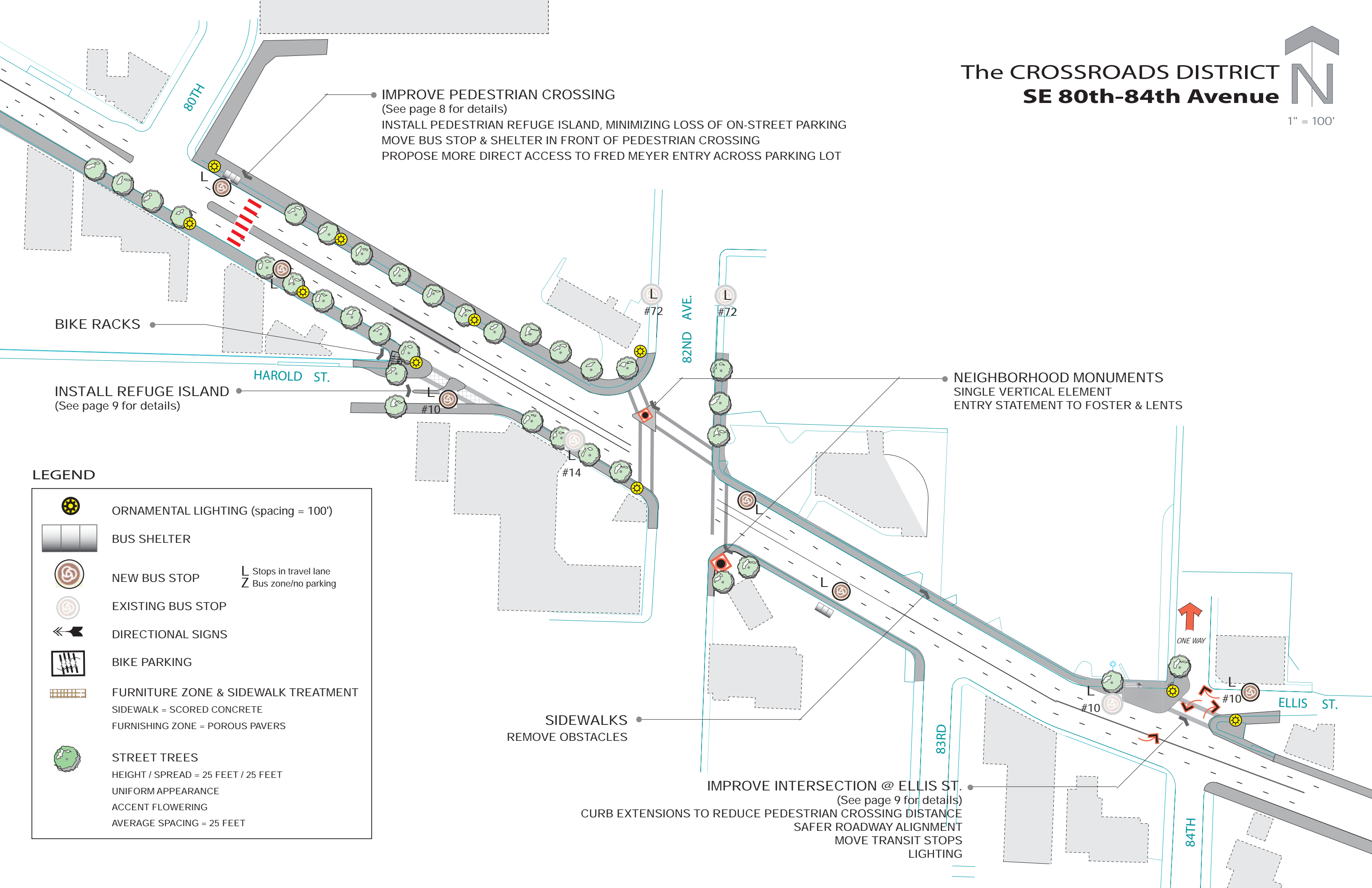
SIDEWALKS
REMOVE OBSTACLES

IMPROVE INTERSECTION @ ELLIS ST.
(See page 9 for details)
CURB EXTENSIONS TO REDUCE PEDESTRIAN CROSSING DISTANCE
SAFER ROADWAY ALIGNMENT
MOVE TRANSIT STOPS
LIGHTING

LEGEND

| | |
|--|--|
| | ORNAMENTAL LIGHTING (spacing = 100') |
| | BUS SHELTER |
| | NEW BUS STOP |
| | EXISTING BUS STOP |
| | DIRECTIONAL SIGNS |
| | BIKE PARKING |
| | FURNITURE ZONE & SIDEWALK TREATMENT SIDEWALK = SCORED CONCRETE FURNISHING ZONE = POROUS PAVERS |
| | STREET TREES HEIGHT / SPREAD = 25 FEET / 25 FEET UNIFORM APPEARANCE ACCENT FLOWERING AVERAGE SPACING = 25 FEET |

L Stops in travel lane
Z Bus zone/no parking



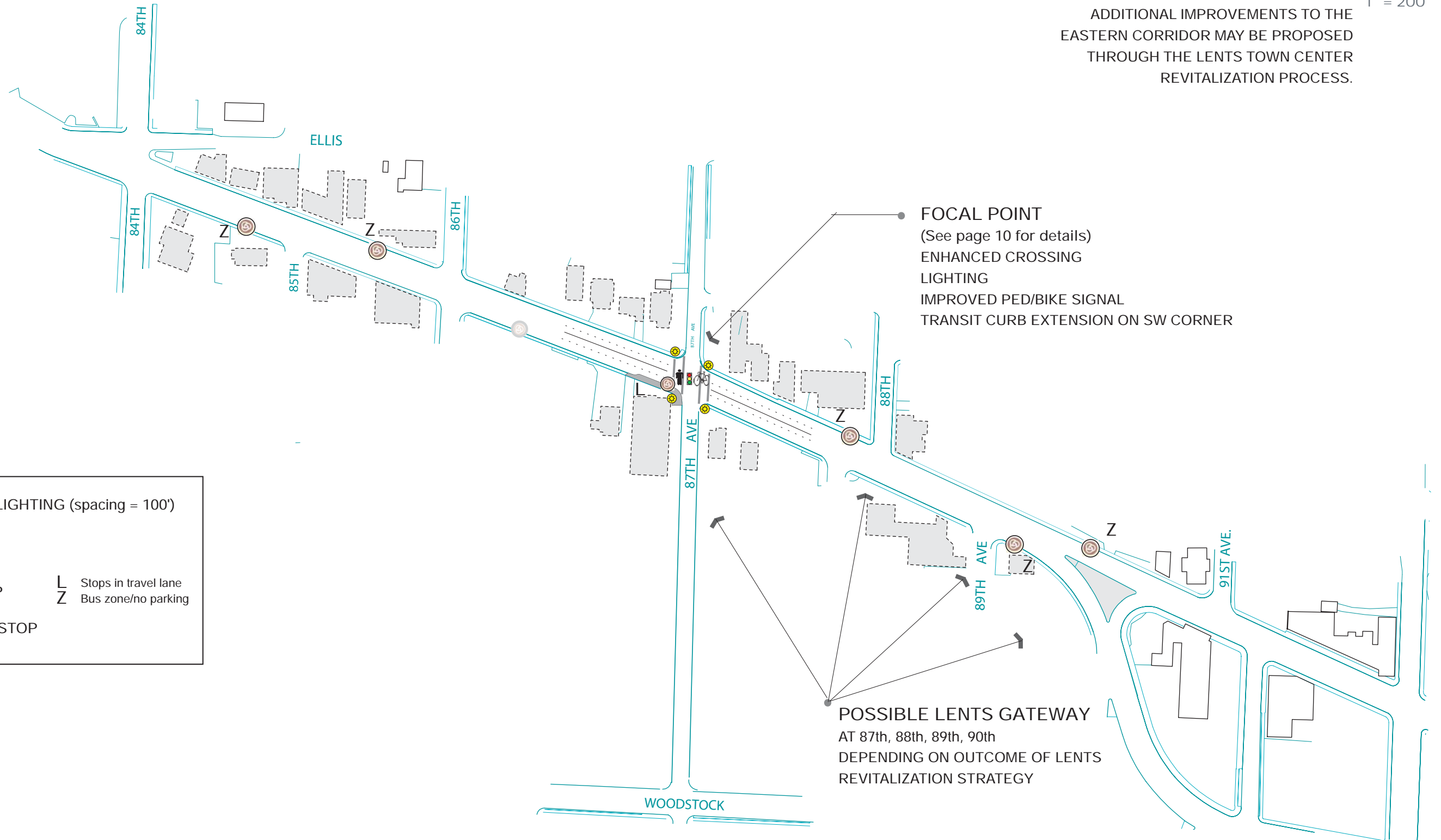
EASTERN CORRIDOR SE Ellis Street - 90th Avenue



ADDITIONAL IMPROVEMENTS TO THE EASTERN CORRIDOR MAY BE PROPOSED THROUGH THE LENTS TOWN CENTER REVITALIZATION PROCESS.

LEGEND

| | | |
|--|--------------------------------------|-------------------------------|
| | ORNAMENTAL LIGHTING (spacing = 100') | |
| | BUS SHELTER | |
| | NEW BUS STOP | L Stops in travel lane |
| | EXISTING BUS STOP | Z Bus zone/no parking |

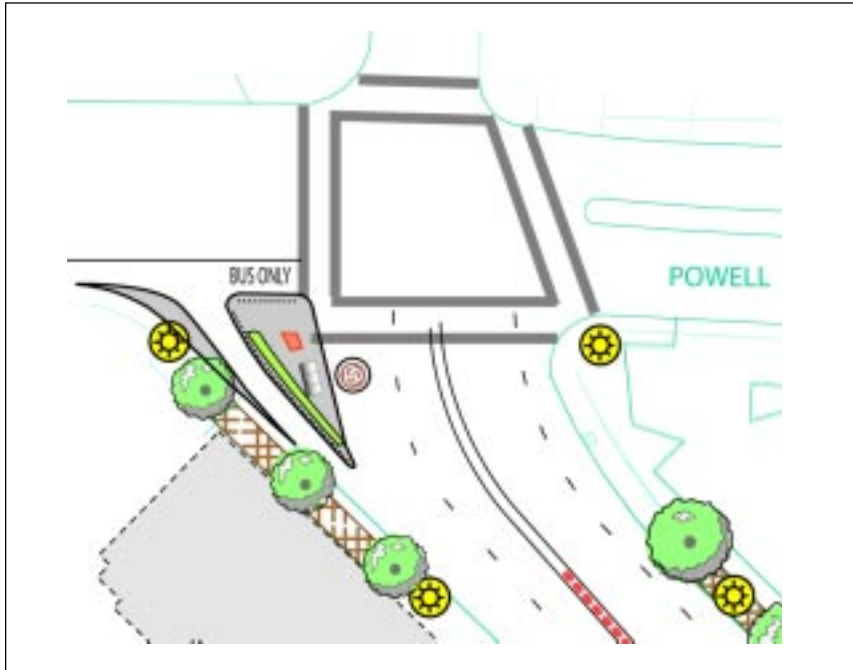


FOCAL POINT
(See page 10 for details)
ENHANCED CROSSING LIGHTING
IMPROVED PED/BIKE SIGNAL
TRANSIT CURB EXTENSION ON SW CORNER

POSSIBLE LENTS GATEWAY
AT 87th, 88th, 89th, 90th
DEPENDING ON OUTCOME OF LENTS REVITALIZATION STRATEGY

Key Intersections

50th and Powell (Gateway to Foster)



The intersection of 50th, Powell and Foster becomes a formal entry to Foster. Design features slow vehicles turning right onto Foster, improve pedestrian crossing safety from the island to the sidewalk, create visual identity and enhance the transit island.

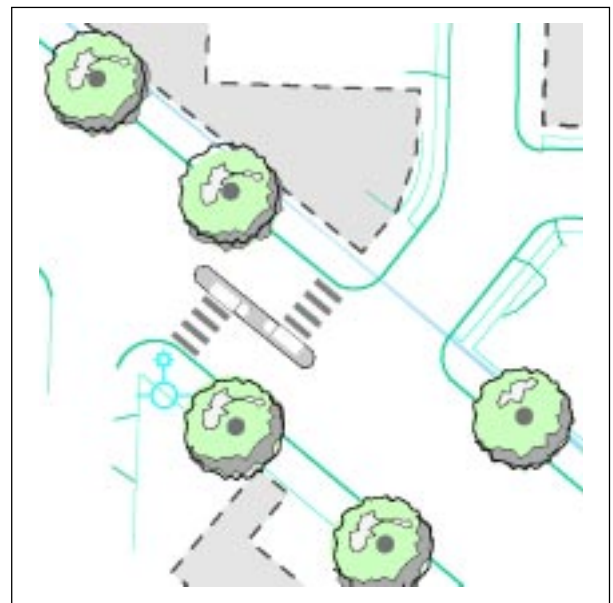
Recommendations for the island include special paving, public art, concrete barrier, added greenery, and vertical entry elements or banners. Other recommendations include paint and buttons on the roadway to mark the right turn radius and street trees on the south side.

56th and Center (Focal Point)



The design for 56th adds curb extensions to provide clearer direction to drivers and bicyclists, and shorten crossing distances for pedestrians. Bike buttons add convenience for bicyclists requesting the crossing.

59th/60th (Western Corridor)



A new median refuge island at 59th/60th provides a safe pedestrian crossing opportunity in the Western Corridor area.

63rd and Holgate (Heart of Foster)

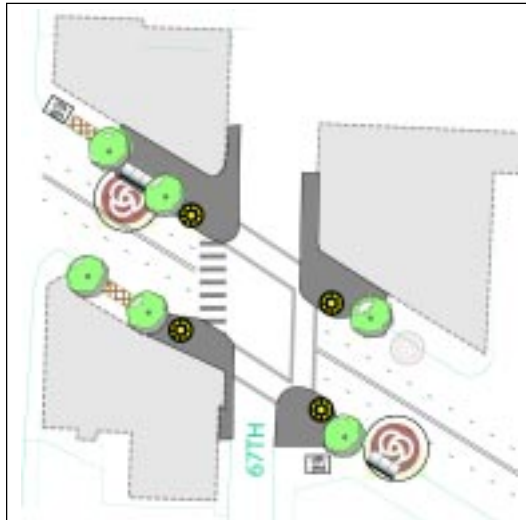
The intersection of 63rd and Holgate marks the entry to the Heart of Foster. Recommendations include vertical identity features or banners, ornamental lighting and street trees. Street trees would be selected and placed to ensure businesses remain visible from the street.

The plan also recommends that Portland Parks seek funding to upgrade Laurelwood Park to better serve neighbors and the business district.



67th (Heart of Foster)

The eastern entry to the Heart of Foster at 67th becomes more visible with curb extensions that serve transit and shorten the pedestrian crossing distance.



69th (Central Corridor)

A new median refuge island is proposed at 69th to improve pedestrian safety and provide additional crossing opportunities in Central Corridor.



Green Link at 72nd (Focal Point)



The proposed design for 72nd improves pedestrian and vehicle safety and signal efficiency at this intersection. The design is intended to provide a "green link" between the parkway north of Foster and Mt. Scott Park a few blocks to the south. New curb extension areas receive plantings to increase the park-like ambiance at the intersection. Street trees along 72nd between Foster and the park will enhance this concept, although technically outside the project area.

Portland Parks will be involved in the final design of this intersection to ensure minimum disruption to the parkway and existing trees.

A



B



The drawings at left illustrate how the intersection design can work with four options for Raymond Street. When the project enters the design phase, a final decision can be made about the best option for Raymond.

A: Raymond Street remains open to two-way traffic;

B: Raymond Street remains open to one-way traffic eastbound;

C: Raymond Street remains open to one-way traffic westbound; and

D: Raymond Street is closed to traffic at 72nd.

C

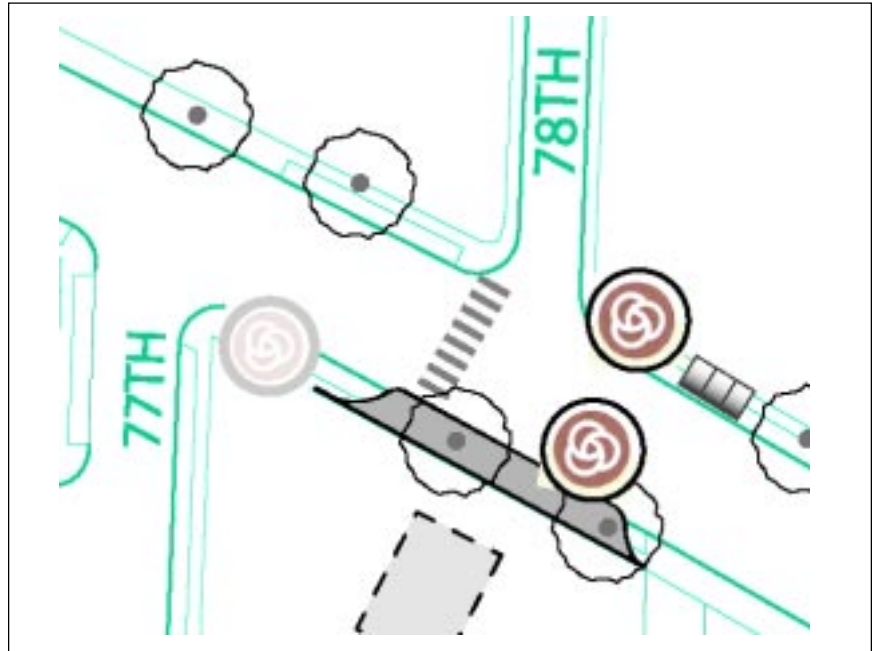


D



School Crossing at 78th (Central Corridor)

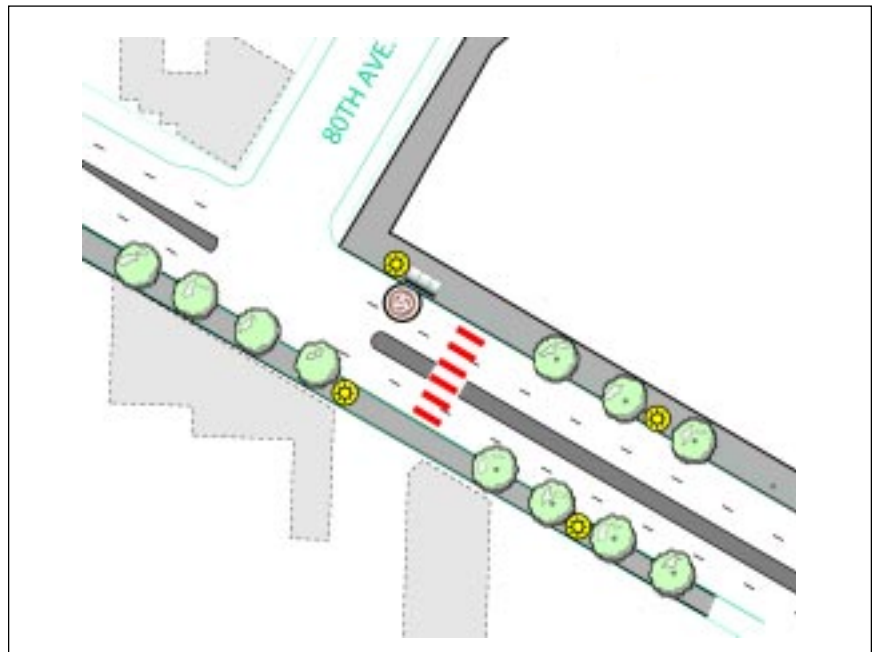
The school crossing at 78th is more visible to drivers with new backboards and larger signal heads. The intersection also has a transit curb extension with a new ADA-compliant curb ramp. The curb extension shortens the pedestrian crossing distance and serves transit riders.



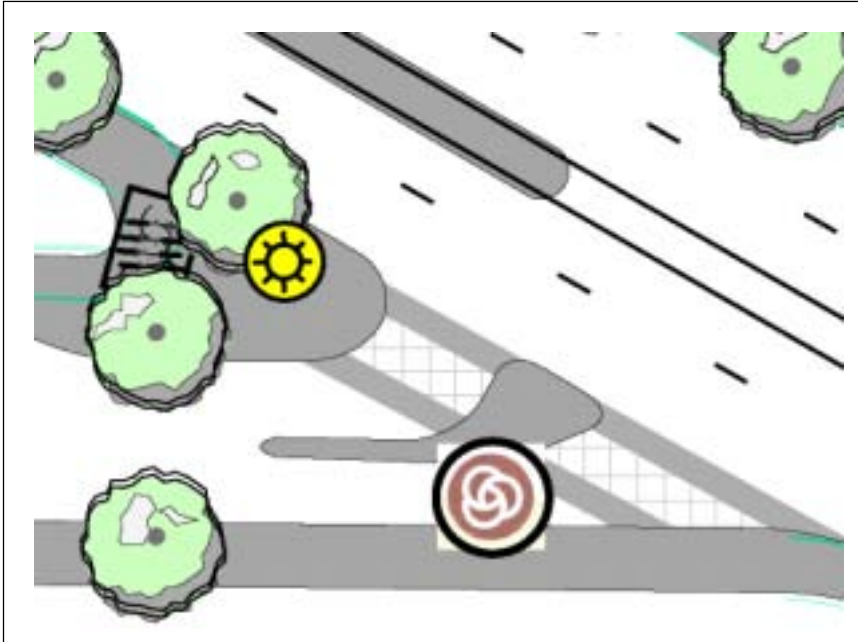
80th (Crossroads District)



The pedestrian crossing at 80th is improved with a median refuge island that allows pedestrians to cross only one direction of traffic at one time and provide a place to wait before crossing the other half of the street.

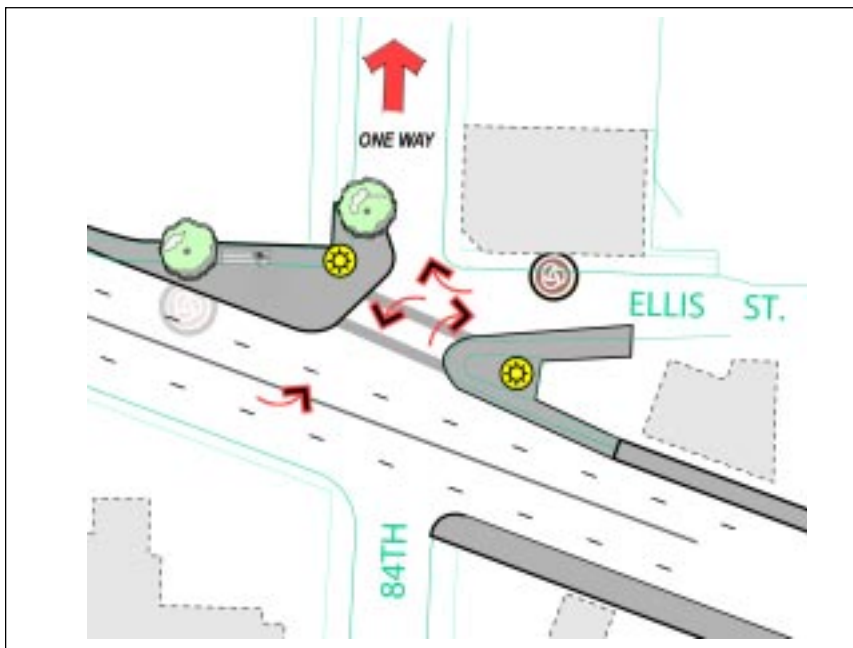


Harold and Foster (Crossroads District)



Curb extensions and a refuge island improve the intersection where Harold meets Foster.

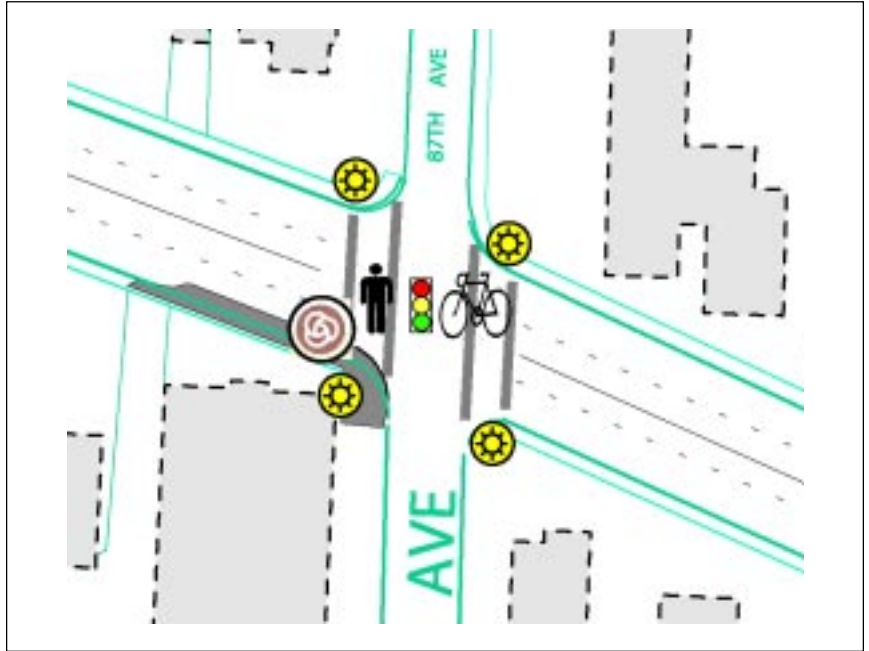
84th and Ellis (Crossroads District)



The intersection at 84th and Ellis will be re-aligned to reduce pedestrian crossing distances and provide safer roadway alignment. Transit stops for TriMet Lines #10 and #14 will be moved when the improvements are constructed to provide safer and more convenient transit access.

87th (Focal Point)

A transit curb extension at 87th improves transit operations at this intersection. Ornamental lighting marks this focal point, while bike buttons improve convenience for bicycle crossings.



PLAN ELEMENTS

This section provides descriptions of the plan elements, including benefits and design considerations.

Pedestrian Safety Improvements

Pedestrian safety improvements in this plan include the installation of curb extensions, median refuge islands, marked crossings and special paving, improvements to school crossing signals, curb ramps, driveway consolidations and obstacle relocation. Each of these improvements is described below.

Curb Extensions

Curb extensions extend the sidewalk area at the corners. Benefits include increasing pedestrian safety by reducing crossing distance, improving the visibility of and for pedestrians at the corners, defining the designated area for on-street parking and protecting parked cars, providing access to the ramps on TriMet's low-floor buses, and providing additional space for amenities, such as shelters or benches, lighting and street trees. On streets that run at an angle to the traditional street grid, curb extensions can also help define and direct vehicle movements to improve safety and visibility.

Curb extensions are recommended for several locations on Foster, including 56th, 64th, 65th, 67th, 72nd, 78th, 84th/Ellis, and 87th.

Median Refuge Islands

Median refuge islands are protected areas in the middle of the street that allow pedestrians to cross one direction of vehicle travel at a time. Refuge islands provide more crossing opportunities and a safe place to wait before crossing the other direction of traffic.

Median refuge islands are recommended for three locations on Foster (59th/60th, 69th and 80th) to enhance pedestrian safety and crossing opportunities.

Marked Crossings

Crosswalks will be striped with either a ladder or standard (parallel) marking to indicate the crosswalk in accordance with MUTCD (Manual for Uniform Traffic Control Devices) policy for crosswalk striping. Marked crosswalks are generally located at signalized intersections or other approved crossings, such as school crossings.



Median refuge island allow pedestrians to cross one direction of vehicle travel at a time.

School Crossing

Improvements to the signalized school crossing at 78th are recommended to improve the visibility of the signal and increase compliance with the signal to allow pedestrians to safely cross Foster. The recommended improvements at this location include larger signal lights and improved backboards on the signals to make them more visible to drivers, and a curb extension to shorten the pedestrian crossing distance.

Sidewalk Safety and Accessibility

To improve the accessibility and safety of the sidewalk for pedestrians of all abilities, the following actions are recommended:

- identify and relocate obstacles that are blocking the clear walking zone of the sidewalk;
- identify driveways that could be consolidated or eliminated (without negatively impacting adjacent businesses) to reduce the potential for pedestrian-vehicle conflicts as vehicles cross the sidewalk;
- identify corners that are lacking curb ramps that meet the Americans with Disabilities Act (ADA) requirements and build new ADA-compliant curb ramps.



Maintaining on-street parking to support Foster businesses is an important component of the plan.

Vehicle Travel Improvements

Signal Timing

Adjustments to signal timing and phasing at existing signals are recommended where they will maximize signal efficiency for pedestrians and vehicles and accommodate future traffic volumes while maintaining an adequate level of service.

On-Street Parking

Current on-street parking is retained on the corridor in most cases. The exceptions generally are where parking removal is necessary to accommodate transit stops (bus zones or curb extensions).

Intersection Design Modifications

Streets that run at an angle to the traditional street grid produce awkward intersection designs. Design modifications, such as curb extensions, can help define and direct vehicle movements to improve safety and visibility.

Transit and Bus Stop Improvements

TriMet's Streamline Project for the Line #14 (Hawthorne) bus was included as part of the planning for Foster Road. Concurrent with this planning process, TriMet examined each bus stop within the project area as part of its Streamline program.

Transit stop improvements include some transit stop relocations, the installation of curb extensions or curbside bus zones, transit shelters, new bus stop signs and schedules at all stops. The project includes both transit curb extensions and curbside bus zones to balance impacts on transit travel time, on-street parking, and vehicle traffic flow. Considerations for new bus stops include the requirement that stops be accessible to all riders, which means the bus must be able to pull next to the curb to deploy the ramp.

Transit Stop Relocations

Some transit stop relocations and consolidations are proposed to improve transit operations and provide better service. Some relocations may take place in 2003 and 2004 as TriMet implements its Streamline Project, while other relocations will take place when the project improvements are constructed.

Transit Curb Extensions

Transit curb extensions allow the bus to stop next to the curb for passenger boardings, deboardings, and ramp deployment. Curb extensions allow the bus to minimize stop time because it does not need to pull back into traffic. Since Foster has two vehicle travel lanes in each direction, stopping the bus in a travel lane does not cause a significant impact on corridor travel times. In addition, the curb extensions minimize the loss of on-street parking because they take less space than curbside bus zones.

Curbside Bus Zones

Curbside bus zones allow the bus to stop at the curb for passenger boardings, deboardings and ramp deployment. While bus zones allow the bus to pull out of the vehicle travel lane during the stop to minimize disruption to vehicle travel, they also increase the time at the stop because the bus has to wait until traffic will allow it to re-enter the travel lane. Bus zones require additional curb area to accommodate the length of the bus at the curb, and the space needed to pull in and out. Some bus zones will be implemented by TriMet independently of this plan, while others will be implemented when the plan improvements are constructed.

Transit Shelters and Stop Improvements

TriMet will be installing some new transit shelters as part of the Line #14 Streamline Project. In addition, all stops will receive new signs and schedule information. These installations will be implemented by TriMet independently of this plan.



David Zagel, TriMet

Transit curb extensions will make transit service more efficient and accessible.



David Zagel, TriMet

New bus stop signs and schedules will be installed by TriMet as part of the Line 14 Streamline Project.

Bicycle Improvements

Recommended improvements for bicyclists include a new bikeway from 72nd to 87th, improved bicyclist crossings where designated bike routes cross Foster, and new bike racks.

New Bikeway

A new bikeway is recommended for the eastern portion of the project area from 72nd to 87th. The route uses Raymond Street from 72nd to 82nd Avenue, crosses 82nd at the existing signal, and continues on Liebe to 86th Court. The route connects to existing bikeway designations on Ellis and Woodstock on 86th Court and 87th Avenue, and uses the existing signal at 87th to cross Foster. The streets on the bikeway route would be evaluated for any improvements necessary to meet the city's criteria for a bikeway.

Improved Bicycle Crossings

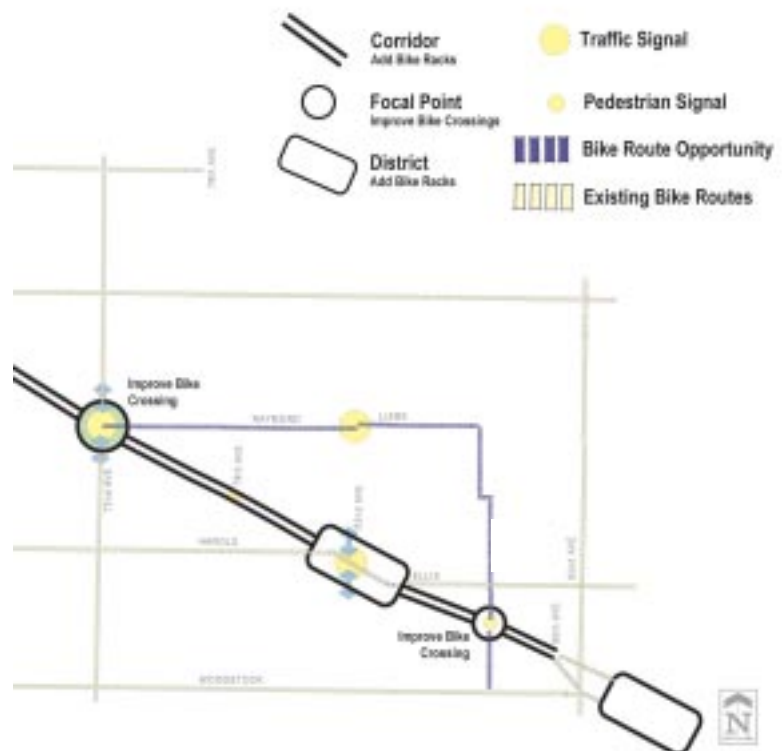
Signalized crossings exist where designated bikeways cross Foster at 56th, 72nd and the new bikeway crosses at 87th. These signals receive curbside bike buttons to make it easier for cyclists to request crossings.

Bike Racks

New bike racks are recommended for the furnishing zones of districts and focal points. The racks may be the standard "staple" type rack. Or, individual property owners and business groups may choose to commission custom bike racks for installation in front of a designated business, or within a district.



Racks provide parking for customers who bike to destinations on Foster.



Street Trees

Street trees provide many benefits to the street: identity, shade, visual narrowing, and visual amenity. Street trees would be planted within the furnishing zone in compliance with standards set by the city's Division of Urban Forestry and Office of Transportation for spacing, sight distance, tree wells and other pertinent elements.

The plan recommends two different types of street tree plants for the project area: one type for the districts and a second type for the corridors.

Street Trees within Districts

Street trees recommended for the districts are flowering varieties with a height and spread of 25' each. Average spacing for street trees within the districts would be approximately 25', depending on the location of driveways, business entries, signs and utilities. The relatively smaller trees and closer spacing is intended to frame adjacent architecture, while a similar canopy type and foliage creates uniformity and identity within the districts.

Street Trees within the Corridors

Street trees recommended for the corridor are a variety of non-flowering trees, with average spacing approximately 30'. Trees in the corridors are envisioned to have slightly greater spread and height than those in the districts. The trees should help define the street edge where consistent building edges are lacking in the corridors.



Street trees add shade, visual interest and a vertical element to Foster.



Ornamental street lighting would be located in the districts and at focal points.

Street Lighting

Ornamental Lighting

Ornamental street lighting is recommended within the districts and at focal points to provide identity and additional light on the sidewalk for pedestrian safety. Ornamental lighting would be chosen from the city's standard ornamental lighting within the ZED lighting system (ZED 40 or similar) and mounted on the city's standard single ornamental light pole. Spacing is envisioned at approximately 100'.

Standard Street Lighting

As a part of this project, street and sidewalk lighting levels would be examined for compliance with city standards. Areas not in compliance would be recommended for upgrades.

Gateways and Identity Features

The plan identifies several areas as key gateway or district identity locations. These include the beginning of Foster Road at Powell and 50th, the entries to the Heart District at 63rd/Holgate and at 67th, and identification/entry elements for Foster and Lents at 82nd Avenue.

A possible future gateway to Lents Town Center may be located at an intersection between 87th and 90th, to be determined by the Lents revitalization process and the Portland Development Commission.

Possible forms for these features could include gateway spans, single vertical elements as stand-alone features or combined with other elements, such as lighting or signs, or banners.

Possible forms for gateway or entry features include single vertical elements combined with signage (near right top) or gateway spans (near right bottom). An example of a vertical gateway element can be seen in downtown Portland at the Portland Center for the Performing Arts (far right).



Sidewalk and Furnishing Zone

The sidewalk provides a safe, unobstructed place for pedestrians to walk (the clear zone) and space for other streetscape features, such as trees and street furniture (the furnishing zone). Treatments for both areas are described in this section.

Recommendations for the Sidewalk

The surface of the sidewalk “clear zone” or walking area should comply with Portland’s Pedestrian Design Guide and is recommended to be a typical scored concrete sidewalk.

Recommendations for the Furnishing Zone

Permeable pavers are recommended for the surface of the furnishing zones within the districts. This provides a balance of a permeable surface for water, while retaining a hard surface appropriate for people when getting out of cars, and for the placement of street furniture, bike racks, and other amenities.

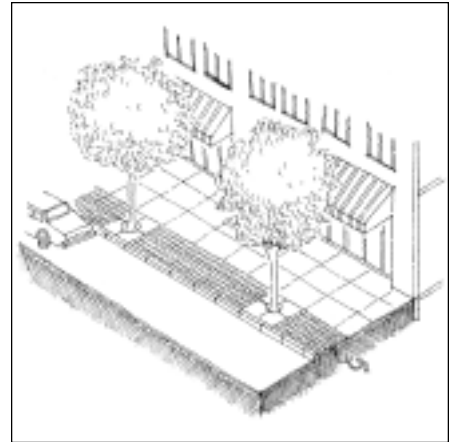
Furnishing zones outside the districts should be maintained as they currently exist. Adjacent property owners are encouraged to maintain and/or clean up furnishing zone areas that are in disrepair or under-maintained.

Street Furniture

Benches, kiosks, planter boxes and other pedestrian amenities are recommended for the furnishing zone. Street furniture must be maintained to ensure the visual quality of the street and sidewalk is preserved and to provide an appropriate streetscape for businesses and residents.

Since the city’s Maintenance Bureau does not maintain street furniture, these elements are typically purchased, installed and/or maintained by a private organization, such as a business association, or by individual business and property owners.

The Portland Pedestrian Design Guide provides the city’s guidelines for the size and placement of elements such as signs, planters, benches, drinking fountains, telephones, trash receptacles and other street furnishings. Permitting for most elements not installed or maintained by the city or TriMet is by Street Systems Management in the Office of Transportation.



The sidewalk and furnishing zone treatment for the districts includes scored concrete sidewalks and permeable paver furnishing zones to provide district identity and stormwater management.



The Portland Pedestrian Guide provides guidelines for the placement of street furniture.



Public Art

Public art is recommended for several of the focal points and district locations throughout the project area. Public art may take a variety of forms, styles and interpretations. Art may be incorporated into the design of streetscape elements, such as transit shelters, tree grates, or the sidewalk, or may be placed as separate installations within the streetscape. Possible themes for public art suggested as part of the planning process included neighborhood history and culture.

Funding for public art as part of this project is strongly encouraged. The process of determining the type of public art and artist selection should involve the business and residential communities to ensure the art is appropriate for the street.



Public art can be initiated by public and private efforts. Examples from top include a mural on Foster Road, TriMet bus stop shelters on Alberta Street, and a public art installation on West Burnside.

IMPLEMENTATION

Cost Estimates

The preliminary cost estimate for building the recommended improvements on Foster Road from 50th to 90th is approximately \$3.85 million. Based on the phasing recommendations described on pages 20 and 21, the cost estimate may be broken down into four areas:

- Transportation Safety & Pedestrian Improvements: \$1,115,769
- Improvements to the Districts: \$1,239,744
- Improvements to the Focal Points: \$1,155,868
- Improvements to the Corridors: \$335,135

The cost estimate for the full project assume it would be designed and built as a single project. If the project is phased or otherwise divided into smaller segments, costs may increase due to loss of economy of scale with some items. In addition, the calculation of stormwater management requirements may change, depending on the size of the project in each phase. This may alter the calculations of impervious surface to be redeveloped and therefore, the area subject to stormwater management.

Potential Funding Sources

Possible funding sources that may be available to design and build the improvements recommended in this plan are described in Chapter 14 the city's Transportation System Plan.

In general, the types of funding that could be considered include:

- Grants from a variety of federal, state, and regional agencies;
- The Portland Office of Transportation (PDOT) through its Capitol Improvement Program (CIP) funded primarily by General Transportation Revenues (gas taxes, parking fees, fines, etc.);
- System Development Charges (SDCs); and
- The Portland Development Commission through the Lents Urban Renewal District (for projects east of 79th Avenue within the urban renewal district).

Funds may be available for a certain type of improvement, such as pedestrian crossings, or for improvements within a particular geographic area, such as an urban renewal district. The Office of Transportation should seek funding from a variety of sources to design and build the improvements recommended in the plan.

Project Status

This project is included in the Recommended Major Transportation Improvement List of the city's Transportation System Plan as projects 70021 and 70022. They are listed as future year projects.

A portion of this project is included in the Office of Transportation's SDC Project Funding Schedule for some funding in 2006-07.

Phasing

Ideally, the plan's recommendations would be designed and built as a single project. Since funding constraints may require the project to be phased, the priorities for this project, as established by the Citizen Advisory Committee with community input, are described here. The first priority is to ensure the basic transportation safety needs, such as pedestrian crossings, are met throughout the entire project area. Since the concept of the recommended plan establishes three districts on Foster, the second priority, after basic safety needs are met, is to make all the identified improvements to the districts. The third priority is on the focal points, and finally, on the corridors between the districts.

Transportation Safety and Pedestrian Improvements

The first priority is to fund, design and build the recommended improvements that improve transportation safety for the full project area. This would include all pedestrian crossing improvements, intersection re-design, signalization changes and transit stop improvements, such as curb extensions. This would also include all identified bicycle improvements at intersections, and the upgrades necessary to make the recommended eastern bikeway functional and safe.

All intersections receiving improvements in this phase also would receive upgrades for ADA compliance and consideration for driveway consolidation, obstacle relocation and other accessibility and safety improvements.

Improvements to the Districts

The second priority is to fund, design and build the recommended improvements within the three identified districts. The intent is to focus the investment to support business development and community interests in the districts: the Gateway to Foster (50th to 52nd), the Heart District (62nd to 67th) and the Crossroads District (80th to 84th). This phase would include the remainder of the transportation and safety improvements within the districts not constructed in the first priority phase. It also would include all sidewalk, streetscape and stormwater management improvements, such as street trees, furnishing zone improvements, ornamental lighting and public art. Any remaining ADA-compliant curb ramps, driveway consolidations and obstacle relocations, and transit stop improvements would be built in the districts during this phase.

Improvements to the Focal Points

The third priority is to fund, design and build the improvements to the identified focal points at 56th, 72nd and 87th that were not included in the first phase of safety improvements. This would include the streetscape, stormwater management and furnishing zone improvements, street trees, ornamental lighting and public art. This phase would also pick up any remaining of the transportation, transit, safety and ADA improvements not built during the first phase.

Improvements to the Corridors

The final priority is to fund, design and build the improvements to the corridors linking the districts: The Western Corridor (52nd - 62nd), the Central Corridor (67th - 80th) and the Eastern Corridor (84th - 90th). This would include the remainder of the transportation, transit, safety and ADA improvements, stormwater management, and street trees to complete the plan.

Recommendations for Future Development

Since projects often take several years to be funded, designed and built, new development and significant redevelopment on adjacent private property often takes place before the plan is fully implemented.

For new and significant redevelopment on Foster, the property owners will undergo the standard city review process. During the process, existing city policies may require the property owner to repair or rebuild the sidewalk, or to dedicate additional right of way to bring the sidewalk width up to the city's standard for that area.

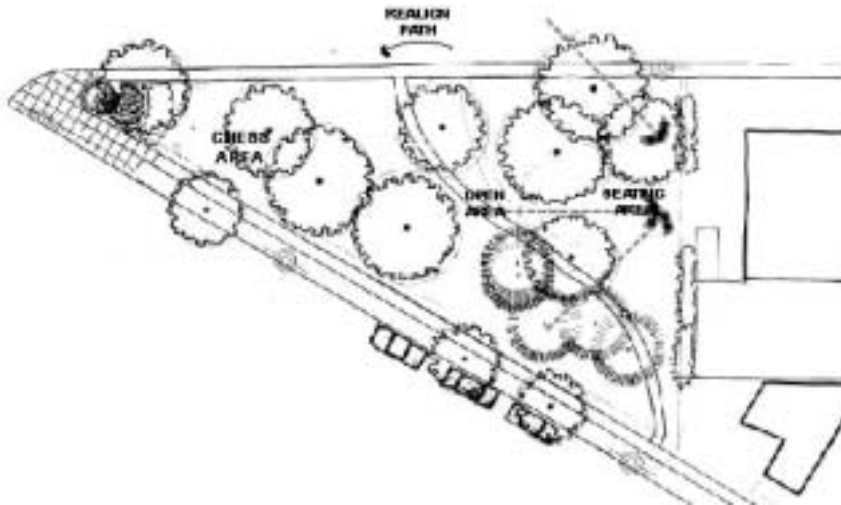
In addition, property owners developing adjacent property are strongly encouraged to implement plan recommendations where appropriate. For example, if a property owner planned to plant street trees, they would be encouraged to plant a tree with the characteristics described in this plan.

Recommendations for Public Agency Actions

Laurelwood Park

The community and Citizen Advisory Committee identified Laurelwood Park as an important public space within the Heart of Foster business district. Recommendations for park improvements include:

- Providing better connections with the sidewalk and district;
- Visually opening the park to Foster;
- Designing the park to encourage more use by residents, customers and employees, including seating areas, open areas for events, and places for chess playing; and
- Maintaining a green oasis within the district.



This design concept by Portland Parks illustrates potential improvements to Laurelwood Park.

Recommended Action

Encourage Portland Parks to seek funding to develop a plan, produce a design and construct improvements to Laurelwood Park with input from the surrounding community.

Green Link at 72nd

The “Green Link” is intended to create a focal point within the Central Corridor, a safer crossing, and a conceptual link between the Firland Park (the parkway) and Mt. Scott Community Center. The redesign of the intersection creates some intrusion on the parkway to achieve the transportation goals. This final design needs to minimize intrusion into the parkway and loss of trees.

Recommended Action

The final design for this intersection should maintain the character of Firland Park, minimize loss of parkland and trees, maintain the presence of trees at the intersection, match the established tree palette with replacement trees, consult with the urban forester on any tree issues, and place landscaping and trees in the maximum amount of space created by the intersection design.



Existing conditions at 72nd create difficulties for drivers and pedestrians.

Stormwater and Watershed Management

Under the city's Stormwater Management Manual of September 2002, some of the recommended improvements in this plan are considered to be new or redeveloped impervious areas creating stormwater runoff that require management with approved stormwater management techniques. Some of the city's recommended tools, such as street trees, planter basins and permeable pavers, are appropriate for inclusion in the final design for Foster Road. The plan includes recommended stormwater management tools, including the addition of street trees and permeable pavers in the furnishing zone of the sidewalk.

Recommended Action

When the project moves into preliminary engineering and design, the budget and scope should include the calculation of the new or redeveloped impervious surface to be managed, and the design and placement of stormwater management tools within the right-of-way, consistent with the direction of this plan.

Bicycle Lane on Foster from 52nd - 72nd

Foster Road runs in a diagonal pattern cutting across the city's grid pattern. A bike lane is desired and strongly supported by community members and the Bicycle Transportation Alliance (BTA) because of this diagonal alignment.

During the analysis of existing conditions and development of alternatives, the project team determined that a bike lane could be added to Foster from 52nd to 72nd within the existing 95' right-of-way by narrowing the sidewalk to approximately 12' and moving the curbs back. The cost estimate to make the changes necessary to accommodate the bike lane is \$3.7 million.

Given the cost estimate for the bike lane, the Citizen Advisory Committee recommended that bike lanes not be included in the recommended plan for Foster.

Recommended Action

If the bicycle community wishes to pursue the possibility of a bike lane on Foster between 52nd and 72nd, they would need to generate support for the additional \$3.7 million in funding before a bike lane could be considered. Also, because the design for the street and sidewalk required for bike lanes is substantially different from the design without bike lanes, any change to this plan's recommendations would need to be identified, approved and funded before preliminary engineering and design commences for any portion of the project area from 50th - 72nd Avenues. Once the design phase for this segment starts, the option for bike lanes would no longer be available.

Right of Way Improvements in the Eastern Corridor Between 82nd and 90th Avenues

This portion of the project area is within the Lents Urban Renewal Area. The current right-of-way on this segment of Foster is approximately 60' with two lanes of vehicle travel in each direction and on-street parking on one side of the street. The sidewalks are currently substandard at 5' with no buffer or furnishing zone. The Pedestrian Classification for the street is a city walkway. The Pedestrian Design Guide, which regulates sidewalk widths on all public streets, recommends a 12' sidewalk for this section of Foster, a city walkway with 60' right-of-way.

The Citizen Advisory Committee recommended 12' sidewalks for this corridor, in accordance with the Pedestrian Design Guide, to be required as new development or significant redevelopment occurs. The Lents Neighborhood Association voiced concern that a dedication to achieve 12' sidewalks may discourage redevelopment in this area.

Recommended Action

The Office of Transportation should pursue the dedication of property as an approval condition from new and significant redevelopment to achieve the recommended 12' sidewalk width between 82nd and 90th Avenues. However, where the dedication of property would have a detrimental effect on development, the City Engineer may exercise his/her authority to reduce the sidewalk width requirement to a width of not less than 9'.

Intersection Improvements at 80th and 84th/Ellis

Improvements to the existing crossing at 80th and Foster, and to the intersection at 84th, Ellis and Foster were identified in the Lents Neighborhood Traffic Safety Plan. The crossing at 80th was rated as a first priority project for pedestrian access, and the intersection at 84th and Ellis was rated as a first priority project for multiple issues within the Foster area from 80th - 90th.

Recommended Action

The Office of Transportation should work with Portland Development Commission staff and community stakeholders to identify urban renewal and other sources of federal, state and local funding to design and build these safety improvements at 80th and 84th/Ellis.



The crossing at 80th and Foster was identified as a high priority for improvements.

Recommended Changes to Street Classifications in the Transportation System Plan

Bike Classification

The plan recommends a new east-west bikeway, beginning on Raymond at 72nd, continuing east to 82nd, moving to Liebe at 82nd and continuing east to 86th Court, then connecting back to existing bikeways on Ellis and Woodstock using 87th Avenue.

This route should be designated as a city bikeway on the Southeast District Bicycle Classification map of the Transportation System Plan (TSP).

Street Design

The current street design classification for Foster within the project area includes a regional main street designation from 62th to 75th and from 80th to 90th, and regional corridor classification from 50th to 62nd and from 75th to 80th. The street design classification should be modified to match the plan's recommendations for districts by classifying Foster as a Regional Main Street from 50th to 52nd, 62nd to 67th, and 80th to 84th, with the remainder of the project area classified as a Regional Corridor.

Recommended Action

Direct the Office of Transportation to include the changes to the street classifications described above in the Transportation System Plan when the first update to the plan is prepared. Also direct the Office of Transportation to recommend the amendment of the Regional Transportation Plan to incorporate the revisions to the Regional Street Design System.

Update Project Descriptions in the Transportation System Plan

This project is included in the Recommended Major Transportation Improvement List of the city's Transportation System Plan as projects 70021 and 70022. They are listed as future year projects. Once the plan is adopted, the project descriptions will need to be revised to reflect the plan's recommendations.

Recommended Action

Request the Office of Transportation to update the Foster project descriptions (70021 and 70022) when the Transportation System Plan is next updated.

Transit Service and Bus Stop Improvements

The plan includes TriMet's physical design recommendations to provide more efficient local bus service on Foster with the current Line #14 Hawthorne bus. As described in the plan elements section, TriMet examined each bus stop within the project area for Streamline improvements concurrent with this planning process.

Within the recommendations for transit, there are two levels of improvements described in the plan:

1. Transit streamlining improvements that will take place independently of the plan, as described in the plan.
2. Transit streamlining improvements that will be designed and constructed as part of the plan's implementation, as described in the plan.

Recommended Action

Encourage TriMet to identify the improvements they propose to design and build independently of this plan, facilitate the construction of these improvements, and support TriMet's funding of these independent improvements.

When the plan enters the preliminary design phase, the Office of Transportation should coordinate with TriMet to ensure the transit plan remains current, and to ensure appropriate design and construction of the plan improvements to meet community, city and TriMet goals.

Next Steps

The implementation of the Foster Transportation and Streetscape Plan will include the following:

- Present the plan to the Portland City Council for adoption, by resolution, as the guiding document for public right-of-way improvements on Foster Road between 50th and 90th Avenues.
- Seek and secure funding to design and construct the recommended improvements.
- Work with TriMet to identify streamlining improvements that can be implemented independently of the plan and coordinate design and construction of those improvements.
- Once funding is identified, and the project moves into the design development phase, reconvene a Citizen Advisory Committee (CAC) to guide the design phase of the project.
- Work with the CAC and other public agencies, such as TriMet, to design the improvements, and to plan and schedule construction in a manner that minimizes impacts on businesses and community uses of the street.
- Work with other city and public agencies to support implementation of the items identified in the implementation section of this plan.



David Zogel, TriMet

The plan includes TriMet's recommendations for improvements to the Line #14, such as curb extensions and more shelters.

RESOLUTION No. 36158

Adopt the recommendations in the Foster Transportation and Streetscape Plan.
(Resolution)

WHEREAS, Southeast Foster Road is an important corridor serving many modes of travel in southeast Portland and is a major transit route linking neighborhoods and business districts in southeast Portland; and

WHEREAS, the Foster Transportation and Streetscape Plan Citizen Advisory Committee adopted goals for the plan to:

- Make the street a safe, pleasant, attractive and comfortable place to walk,
- Create a safe walking environment for pedestrians walking along and across the street;
- Provide a safe corridor for vehicle travel that maintains an acceptable level of service and ensures smooth, consistent traffic movement;
- Improve transit service on Foster; and
- Ensure appropriate bicycling access on Foster; and

WHEREAS, the Foster Transportation and Streetscape Plan will identify locations for future improvements for safe pedestrian crossings, enhanced transit stops and access, improved vehicle operations, better bicycle access, improved visual character in the form of street trees, lighting and streetscape elements; and

WHEREAS, the Foster Transportation and Streetscape Plan is recommended for adoption by the Foster Transportation and Streetscape Plan Citizen Advisory Committee;

NOW, THEREFORE, BE IT RESOLVED, that the City of Portland recommends adoption of the Foster Transportation and Streetscape Plan attached as Exhibit A; and

BE IT FURTHER RESOLVED, that the staff is directed to engage in activities aimed at implementing the improvements described in the Foster Transportation and Streetscape Plan; and

BE IT FURTHER RESOLVED, that the City Council gratefully acknowledges the excellent work and dedication of the members of the Foster Transportation and Streetscape Plan Citizen Advisory Committee and other community members who helped shape the plan by participating in the planning process.

Adopted by the Council, JUL 09 2003

Commissioner Jim Francesconi
Lynn Weigand:slg
June 25, 2003
Foster Plan Resolution 7-9-03.doc

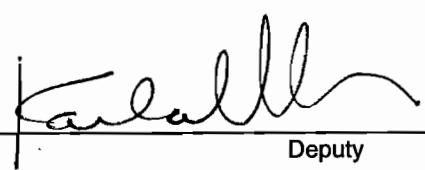
GARY BLACKMER
AUDITOR OF THE CITY OF PORTLAND
BY *Colleen Phillips*
DEPUTY

Agenda No.

RESOLUTION NO. 36158

Title

Adopt the recommendations in the Foster Transportation and Streetscape Plan. (Resolution)

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| INTRODUCED BY | DATE FILED: JUL 03 2003 |
| Commissioner Jim Francesconi | Gary Blackmer Auditor of the City of Portland |
| NOTED BY COMMISSIONER | |
| Affairs | By:  Deputy |
| Finance and Administration | |
| Safety | |
| Utilities <i>Jim Francesconi MH</i> | |
| Works | |
| BUREAU APPROVAL | For Meeting of: <u>JULY 9, 2003</u> |
| Bureau: Transportation Engineering & Development | ACTION TAKEN: |
| Prepared by <i>Lynn Weigand</i> Date <i>6-25-03</i> Lynn Weigand:slg June 25, 2003 | |
| Budget Impact Review: <input checked="" type="checkbox"/> Completed <i>TN</i> <input type="checkbox"/> Not Required | |
| Included PPD: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| Filename: Foster Plan Resolution.doc | |
| Bureau Head: <i>Donald Gardner</i> Donald Gardner | |

| AGENDA 9:30 TC | FOUR-FIFTHS AGENDA | COMMISSIONERS VOTED AS FOLLOWS: | |
|--|--------------------|---------------------------------|------|
| | | YEAS | NAYS |
| Consent <input type="checkbox"/> Regular <input checked="" type="checkbox"/> | | | |
| NOTED BY | Francesconi | Francesconi | ✓ |
| City Attorney | Leonard | Leonard | ✓ |
| City Auditor | Saltzman | Saltzman | ✓ |
| City Engineer | Sten | Sten | ✓ |
| Approved by: | Katz | Katz | ✓ |