

Foster Road Transportation and Streetscape Plan Update

DRAFT Cross Section Staff Recommendation

October 21, 2013

Introduction

PBOT staff, working closely with the project's Stakeholder Advisory Committee (SAC), has developed a comprehensive list of potential cross sections for Foster Road.

From a total of 24 different cross sections for the three segments of Foster Rd where right-of-way dimensions vary, staff and the SAC have narrowed the list to four, including the existing cross section. These cross sections have been analyzed in detail and its implications have been vetted with the SAC, stakeholders and the larger public.

In addition, some of these have been refined to include sub options within them for some stretches of the road, namely in the area east of SE 82nd Ave and in the area from SE 52nd to SE 56th Avenues.

Recommendation

PBOT staff recommends that the existing cross section for Foster Rd, a City-designated High Crash Corridor, be modified with *Option 3: Three-lanes and bicycle lanes* from approximately SE 52nd Ave to SE 90th Ave. In general terms, the current configuration with four general travel lanes would be changed to three general travel lanes plus two bicycle lanes, in addition to on-street parking. One of the traffic lanes would be a center turn lane. Staff also recommends that sidewalks in the eastern segment in Lents (from Se 84th to 90th Avenues) be expanded to a typical minimum of nine feet wide and that they meet Americans with Disability Act (ADA) accessibility standards.

Rationale

The recommended option best addresses community input to date and meets the objectives of a safe and balanced multimodal street that serves both local and district trips and supports the economic vitality of local businesses and the redevelopment of underutilized sites along Foster Rd.

Staff is cognizant of the trade offs involved in this decision. It is often the case that in redesigning a roadway it is not always possible to address every issue. This is particularly the case for streets such as Foster Rd that are asked to carry large numbers of people and goods and at the same time provide multimodal local access to adjacent businesses, organizations, schools and neighborhoods.

Below are some of the highlights. Compared to the existing cross section:

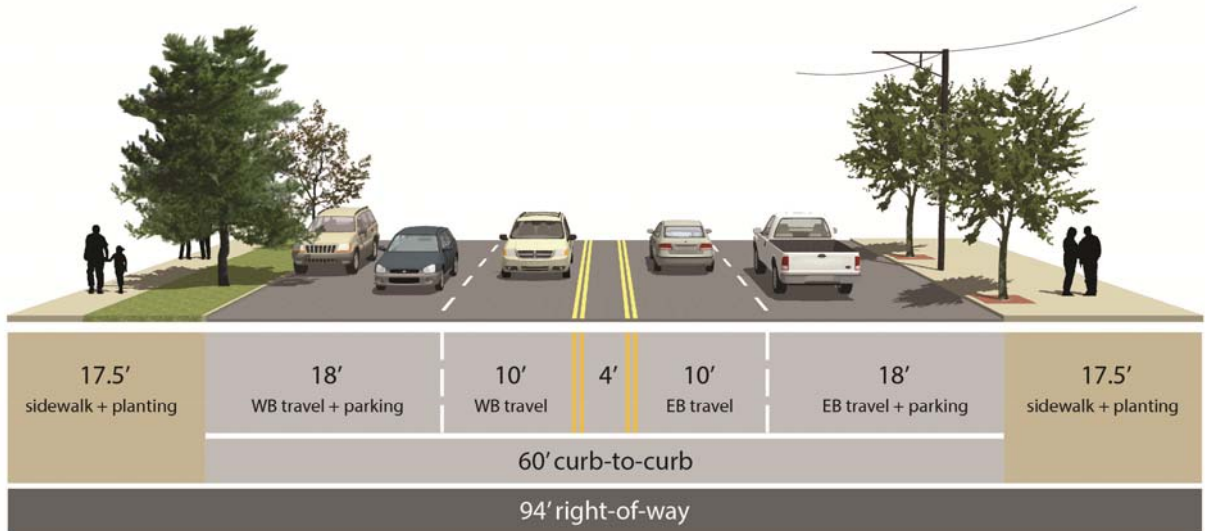
- There would be a significant increase in safety and convenience in cycling, walking and riding transit along and across Foster Rd.
- Pedestrians and cyclists would have fewer lanes to cross, and they would cross one travel lane at a time in each direction, eliminating a major safety problem (known as the "double threat") caused by drivers in the inside lanes not seeing pedestrians and cyclists crossing Foster Rd. There would also be fewer conflicts between left turning vehicles and traffic

coming in the opposite direction. This change could lead to a potential decrease in the total number of crashes by all modes of transportation by at least 20 percent.

- There would be reduced opportunities for traffic to speed through the corridor since it would be hard to pass slower traffic with the new street configuration.
- Traffic patterns and flow would remain largely unaffected throughout most of the day.
- During the peak periods, traffic would divert to other arterials. The PM peak model estimates up to thirty percent of Foster Rd traffic would divert. During this time, average travel speed would decrease from 19 mph to 14 mph, increasing travel times for the 2.3 mile corridor from seven to ten minutes in the short-term. By 2035 the model estimates that the difference narrows from 16 mph to 14 mph or one additional minute of travel time (because under existing configuration Foster Rd would continue to get more traffic and congestion overtime).
- There would be much improved pedestrian conditions in the stretch east of SE 84th Ave to Lents Town Center (SE 90th Ave) with the provision on new nine-foot sidewalks with ADA accessible features (e.g. curb ramps) and street trees.
- Widening the sidewalks in the east segment in Lents from an average of five-feet to nine-feet would significantly decrease the amount of right-of-way dedication needed from private property (from seven to three feet) to meet the City's standard of 12-foot wide sidewalks.
- There would be much improved bicycle accessibility with the provision of bicycle lanes on Foster Road from somewhere in the mid 50s connecting to the bicycle lanes in Lents Town Center at SE 92nd Ave, generating 3,000 daily riders by 2035.
- No significant changes to transit operations. Travel lanes would be narrower than the 11-foot preferred for streetcar but they could be restriped.
- The recommended cross section provides larger effective turning radii for freight vehicles and a center turn lane to make left turns at unsignalized intersections while providing a buffer from opposing traffic.
- On-street parking and loading is largely maintained (over three hundred spaces or 94% is maintained). Marked "protime" parking (north side travel lane that doubles as parking lane during non AM peak times) from SE 72nd Ave to the east would be eliminated but it is widely understood that it is never used as parking. About twenty-one on-street parking spaces on the south side would be lost for six blocks in the south side in the stretch from SE 84th to SE 90th Avenues. Surveys indicate that this parking is little used. Some parking may or may not be lost in the stretch from SE 52nd to SE 56th Avenues, about thirty-five spaces, as part of a sub option to carry one bike lane to connect to SE 52nd Ave. At this point staff is not recommending a particular sub option in this western stretch.

Figure 1. DRAFT Western Segment: SE 52nd to SE 72nd Avenues

Existing



Recommended

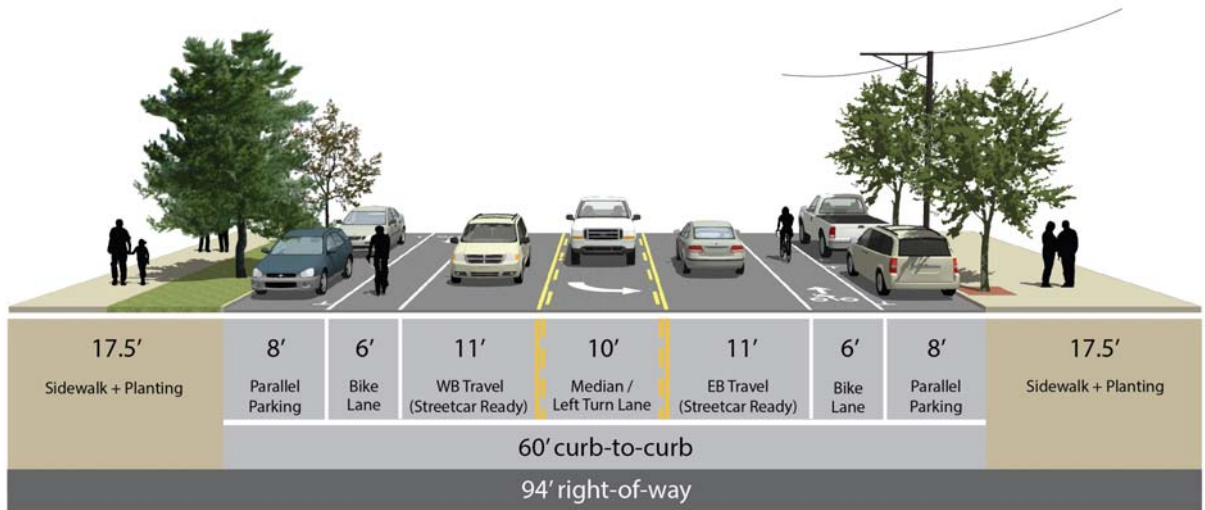
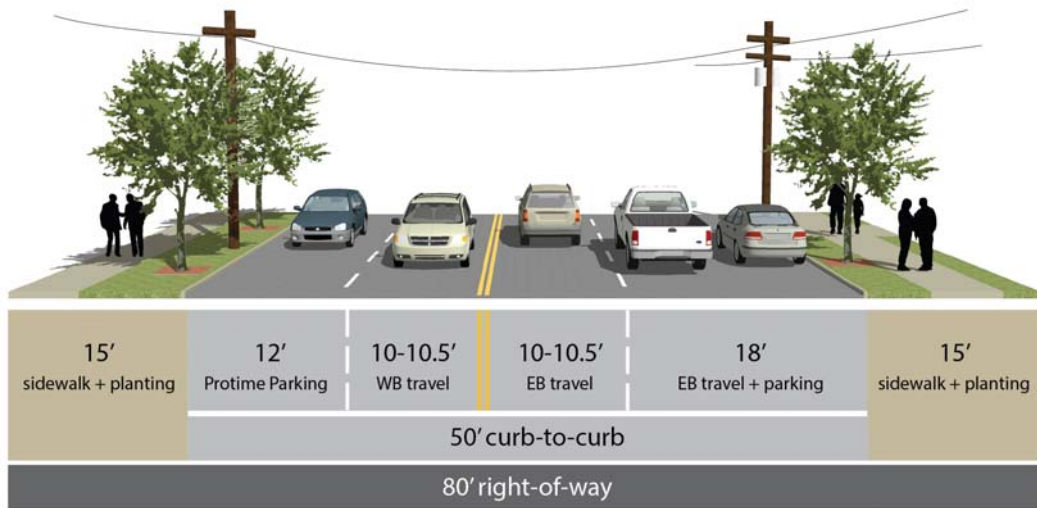


Figure 2. DRAFT Central Segment: SE 72nd to SE 80th Avenues

Existing



Recommended

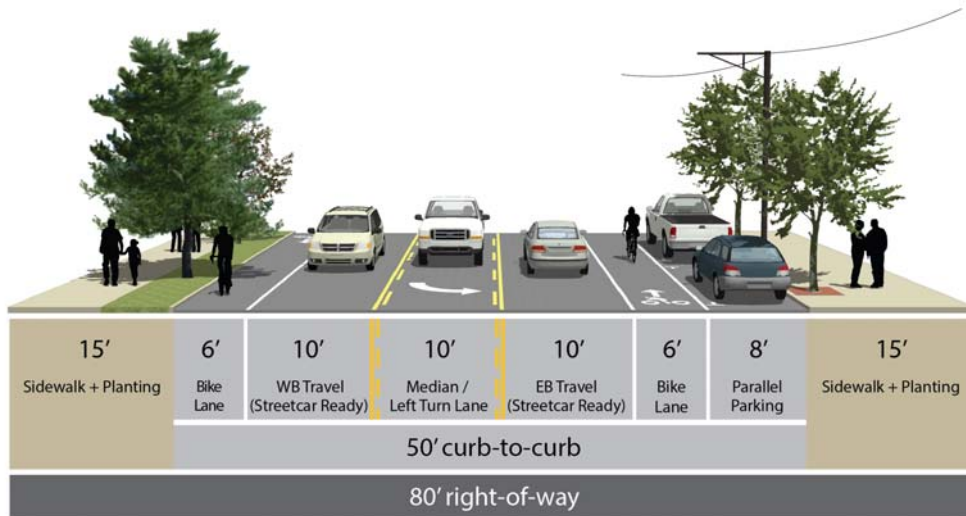
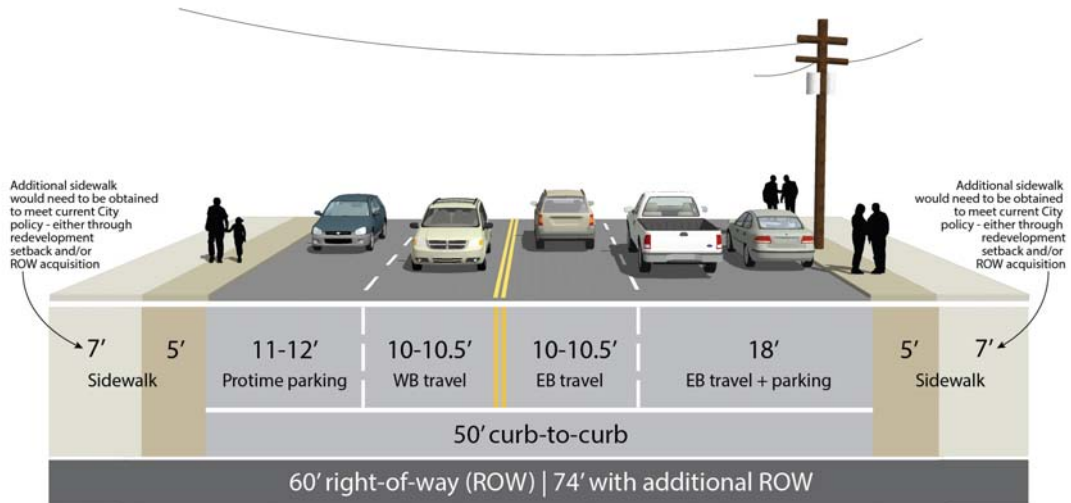


Figure 3. DRAFT Eastern Segment: SE 84th to SE 90th Avenues

Existing



Recommended

