

Foster Road Coalition



FOSTER
area business association



Creston-Kenilworth



Neighborhood Association

Vision Document

This document describes the vision for Foster Road, as defined and supported by the community-based Foster Road Coalition. The Foster Road Coalition consists of several Foster-area community organizations who organized and joined together to coordinate their work and efforts for a better Foster Road. The Foster Road Coalition currently consists of the Foster-Powell, Mt. Scott-Arleta, and Creston-Kenilworth Neighborhood Associations as well as the Foster Area Business Association.

This document lays out the coalition's Vision for a better Foster Road, as well as several specific measures that the coalition believes can make this vision a reality. The proposed measures are based on input and insights from local citizens who participated in numerous discussions and outreach events in the process to establish this document. This document focuses on Foster Road between 50th and 82nd Avenues.

The coalition realizes that the ultimate implementation of the improvement measures will need to be a collaborative process between the Coalition and the City, as well as several other organizations. As part of that process, prioritization and possible reconsideration of specific measures may be needed. The Coalition is open to discussion with any interested parties with ideas and suggestions as to proposed or alternative measures to accomplish the ultimate implementation of the Vision.

The Vision has been endorsed and is being endorsed by a growing number of businesses, individuals and organizations. Since the endorsements are a growing group, please check the supporting organizations web-sites for the most up-to-date list of current endorsements of this vision document.

What we envision for Foster Road: People-oriented and Business-friendly

We'd like Foster Road to be a street that is safe, pleasant, lively, fun and appealing. We want it to be an asset to our neighborhoods. We want it to be not a mean street but a main street. Our vision of where Foster Road should go from here is based on the following four key components:

- **Business-friendly**

We want Foster Road to be lively, appealing, and pleasant for visiting, hanging out, and going shopping. We envision a thriving human-scale environment for restaurants, coffee shops, stores, our new theater, festivals, markets, etc. with a true main-street character.

- **Safety for all modes of transportation**

Foster Road needs to be safe for everyone at any time of day or night. It should be safe to travel or cross, for everyone young and old, during the day and at night. This should be the case for people traveling by foot, by bike, by bus or by car.

- **Pedestrian-prioritized**

We want Foster Road to be prioritized for pedestrians. The most vulnerable in our community need to feel safe and comfortable when accessing the basic services and amenities of our thriving district. Investments should be focused where the pedestrian environment interfaces with other forms of active transportation.

- **Bicycle-friendly**

We want Foster Road to be bicycle-friendly, for everyone to enjoy. Whether it's a daily commute, visiting a store or business, a school or a park, or just riding around.

These key components are heavily inter-dependent and connected. A safe Foster Road is essential not just for livability of the area, but also for its economic viability. Similarly, the economic viability of businesses is heavily dependent upon pedestrians' safe access and relaxed presence in the area.

Proposed measures:

The road to a better Foster Road

The coalition has collected the following ideas and is proposing the following specific measures to enhance safety, improve economic viability and increase livability. We recognize that the ideas below may require additional evaluation and discussion with traffic safety professionals and City staff. The coalition presents these measures as the local-community-preferred alternatives to achieve the vision presented above:

1. **Road-diet and road classification**

Foster Road should not be the *freeway-through-town*, but should instead be a **living street**. Automobile traffic is just one of the functions of Foster Road and that function should be balanced and integrated with the other functions and needs of the neighborhoods.

In accordance with this vision, Foster Road should be classified as a “District Collector” to bring its classification in better conformance with its actual character and function within its surrounding area.

The coalition is prepared to make compromises regarding auto traffic quantity on Foster Road in order to improve traffic quality and modal diversity. We envision lane reductions for regular car traffic as a way to make Foster Road a better and safer street for all modes of transportation.

Lane reductions will free up space for bike lanes, on-street parking, bus-stop pull-outs, turn lanes, curb extensions for safer crosswalks, and other safety and livability enhancements. Lane reductions will also reduce excessive speeding, improve yielding, and increase safety for people crossing the street.

2. **Management of appropriate traffic speeds**

Speed kills, and unfortunately, it does so with unacceptable frequency on Foster Road. We envision facilitating a safer street by lowering speed limits, not only accomplished by posted signage but also encouraged by the road diet, by a proper streetscape, by applicable timing of traffic signals and as needed by enforcement.

In regards to managing appropriate traffic speeds for Foster Road, we propose:

- Street design for and target traffic speed of 25 mph in the main-street-area of “Heart of Foster”. The “Heart of Foster” currently stretches from 62nd to 72nd Avenues, but the specific boundaries are subject to change due to future economic developments in the area.
- Street design for and target traffic speed of 30 mph on the other stretches of Foster from 50th Avenue/Powell and from 72nd Avenue to 82nd Avenue.

3. Protected On-street Bikeways

In order to be economically viable, Foster Road needs to be a street that allows and facilitates safe travel for and is inclusive of all citizens regardless of their mode of transportation. Foster Road is part of several neighborhoods that support bicycling and bicycle infrastructure and Foster Road needs to be an integral part of that infrastructure. Foster Road needs to be safe to cross and to travel along for everyone, regardless if traveling by car, by bus, on foot or by bicycle.

In order to bring Foster Road up to modern standards and have it retain its place in the City and Portland’s infrastructure network, Foster Road will need to be well-connected to the rest of the bicycle transportation system. In order to facilitate safe bicycling on Foster Road, and connect the area with other parts of the City’s bicycle network, high quality protected on-street bikeways need to be part of Foster Road.

In order to assure the economic vitality of Foster Road will not be disadvantaged compared to other neighborhoods with good bicycle facilities, Foster Road needs to be part of the Portland bikeway network.

4. Additional Business- Environment and Economic Viability Improvements

In order for Foster Road to be the thriving and vibrant *main street* it deserves to be and Portland can be proud of, it needs to be business-friendly. Each of the items discussed above are important and integral parts of Foster Road’s economic vitality. In addition to those items, several other items will be key to accomplishing the overall business climate on Foster Road.

- On-street parking: On-street parking needs to be facilitated all along Foster Road. This is important not only so that businesses can offer their clientele easy and convenient access, but also because it can be used to help encourage the proper traffic speeds and to separate pedestrians and cyclists from moving traffic.

- Safe crosswalks: In order for people to access not only businesses on their side of Foster but also on the other side of the street, and also to allow people to visit other parts of their neighborhood, plenty of safe crossings need to be provided. These will include marked crosswalks, crosswalks with curb extensions, in places with proper lighting and good visibility. At key intersections or locations, this may include crosswalk signals with responsive timing on push-buttons.
- In order for Foster Road to be a true living street, it will need to include street trees and landscaping where possible and appropriate. It will need to include some gathering or resting features in strategic locations such as public benches and plazas. Proper lighting is needed for safe access and increased security at all hours of the day or night.
- Quality bus infrastructure. In order to make public transit a safe, visible and integrated part of Foster Road's traffic pattern, bus stops should be high-quality, well-lit, and easily accessible. If needed to secure or enhance overall traffic flow, transit schedule reliability and visibility of transit as an equal transportation option, bus pull-outs should be considered where appropriate.