

DRAFT Foster Road Transportation and Streetscape Plan Update

Policy Framework

The Transportation System Plan (TSP) is the transportation element of the City's Comprehensive Plan. The seven street classification designations in the TSP describe the types of motor vehicle, transit, bicycle, pedestrian, truck and emergency response movement that should be emphasized on each street, as well as a street design framework. They are used to determine the appropriateness of street improvements and to make recommendations on new and expanding land uses through the land use review process.

Classification descriptions are used to describe how streets should function for each mode, not necessarily how they are functioning at present. All of a street's classifications must be considered in designing street improvements and allocating funding. While a proposed project may serve only one classification, improvements should not preclude future modifications to accommodate other classifications of the street. When the existing use of a street does not comply with its classification, no additional investments should be made that encourage that inappropriate use.

Below is a definition of each modal classification for the portion of SE Foster Road covered by this project (listed alphabetically), and excerpts of relevant design guidance. Chapter 2 of the TSP, Policy 6.4 Classification Descriptions, provides more details.

Bicycle: City Bikeway

Definition: City Bikeways are intended to serve the Central City, regional and town centers, station communities, and other employment, commercial, institutional, and recreational destinations.

Design Guidance: The design of bike facilities should be based on traffic volume, speed of motor vehicles, and street width; on-street motor vehicle parking may be removed on City Bikeways to provide bicycle lanes, except where parking is determined to be essential to serve adjacent land uses, and feasible options are not available to provide the parking on-site; destinations along City Bikeways should have long-term and/or short-term bicycle parking to meet the needs of bicyclists.

Emergency Response: Major Emergency Response Street

Definition: Major Emergency Response Streets are intended to serve primarily the longer, most direct legs of emergency response trips.

Design Guidance: Design treatments on Major Emergency Response Streets should enhance mobility for emergency response vehicles by employing preferential or priority treatments; Major Emergency Response Routes are not eligible for traffic slowing devices in the future. Existing traffic slowing devices may remain and be replaced if necessary.

Freight: Truck Access Street

Definition: Truck Access Streets are intended to serve as access and circulation routes for delivery of goods and services to neighborhood-serving commercial and employment uses.

Design Guidance: Truck Access Streets provide access and circulation to land uses within a Transportation District; non-local truck trips are discouraged from using Truck Access Streets; Truck Access Streets should distribute truck trips from Major Truck Streets to neighborhood-serving destinations; Truck Access Streets should accommodate truck needs in balance with other modal needs of the street.

Pedestrian: City Walkway

Definition: City Walkways are intended to provide safe, convenient, and attractive pedestrian access to activities along major streets and to recreation and institutions; provide connections between neighborhoods; and provide access to transit.

Design Guidance: City Walkways should be designed to buffer pedestrians from traffic. Design treatments such as landscape strips, street trees and on-street parking shall be considered, consistent with the street's other classifications. Recommended width of pedestrian zone: 12 feet (6" curb zone, 4' furnishing zone, 6' through zone, 1'

6" frontage zone) for 60-foot wide streets, 15 feet for 80 feet streets or wider. Nine feet wide sidewalks are the minimum acceptable sidewalk width for the provision on street trees where space is constrained.

Pedestrian: Pedestrian District (east of SE 87th Ave)

Definition: Pedestrian Districts are intended to give priority to pedestrian access in areas where high levels of pedestrian activity exist or are planned, including the Central City, Gateway regional center, town centers, and station communities.

Design Guidance: Use the Pedestrian Design Guide to design streets within Pedestrian Districts. Improvements may include widened sidewalks, curb extensions, street lighting, street trees, and signing. Where two arterials cross, design treatments such as curb extensions, median pedestrian refuges, marked crosswalks, and traffic signals should be considered to minimize the crossing distance, direct pedestrians across the safest route, and provide safe gaps in the traffic stream.

Street Design: Regional Main Street (SE 63rd – SE 77th, east of SE 80th Ave)

Definition: Regional Main Streets are intended to be designed to accommodate motor vehicle traffic, with features that facilitate public transportation, bicycles, and pedestrians.

Design Guidance: Low to moderate vehicle speeds; use of medians and curb extensions to enhance pedestrian crossings where wide streets make crossing difficult; combined driveways; on-street parking where possible; wide sidewalks with pedestrian amenities such as benches, awnings and special lighting; landscape strips, street trees, or other design features that create a pedestrian buffer between curb and sidewalk; improved pedestrian crossings at all intersections and mid-block crossings where intersection spacing exceeds 400 feet; striped bikeways or wide outside lane

Street Design: Regional Corridor (Powell to SE 63rd; SE 77th to 80th Ave)

Definition: Regional Corridors are designed to include special amenities to balance motor vehicle traffic with public transportation, bicycle travel, and pedestrian travel.

Design Guidance: Regional Corridors usually include four vehicle lanes. They occasionally have additional lanes in some situations, such as to allow turning movements. Otherwise, the design guidance is similar to Regional Main Streets: moderate vehicle speeds; the use of medians and curb extensions; combined driveways; on-street parking when feasible; buffered sidewalks with pedestrian amenities such as special lighting and special crossing amenities tied to major transit stops; landscape strips, street trees, or other design features that create a pedestrian buffer between curb and sidewalk; improved pedestrian crossings at signalized intersections; striped bikeways or wide outside lanes; and motor vehicle lane widths that consider the above improvements.

Traffic: Major City Traffic Street

Definition: Major City Traffic Streets are defined as streets intended to serve as the principal routes for traffic that has at least one trip end within a transportation district.

Design Guidance: Traffic with no trip ends within a transportation district should be discouraged from using Major City Traffic Streets; on-street parking may be removed and additional right-of-way purchased to provide adequate traffic access when consistent with the street design designation of the street; evaluate the need for on-street parking to serve adjacent land uses and improve the safety of pedestrians and bicyclists when making changes to the roadway.

Transit: Major Transit Priority Street

Definition: Major Transit Priority Streets are intended to provide for high-quality transit service that connects the Central City and other regional and town centers and main streets.

Design Guidance: Provide safe and convenient access for pedestrians and bicyclists to, across, and along Major Transit Priority Streets; employ transit-preferential measures; right-of-way acquisition or parking removal may occur to accommodate transit preferential measures or improve access to transit; provide safe and convenient transfer points; locate bus stops to provide convenient access to neighborhoods and commercial centers.

Traffic Calming

TSP Policy 6.13. A. Manage traffic on Neighborhood Collectors and Local Service Streets consistent with the land uses they serve and to preserve and enhance neighborhood livability.

TSP Policy 6.13 E. Implement measures on Neighborhood Collectors that do not result in significant diversion of traffic to streets of lower classification.

TSP Policy 6.13.B. Use a combination of enforcement, engineering and education efforts to calm vehicle traffic.

TSP Policy 6.13. F. Reduce traffic speeds through enforcement and design in high-density 2040 Growth Concept areas, including main streets and centers, to levels that are comfortable for bicyclists and pedestrians.

Note: Foster Rd is an identified Main Street in Metro's 2040 Growth Concept, and the Lents Town Center begins at SE 87th Ave.