

Foster Road Transportation and Streetscape Plan Update

June 2014

Plan Outcomes

- Make Foster Road a safer corridor from Powell Boulevard to SE 90th Avenue by significantly reducing all crashes. Today it is a High Crash Corridor with over 1,200 crashes and 8 fatalities reported in the last 10 years.
- Make Foster Road a truly multimodal and complete street by enhancing pedestrian and transit amenities and accommodating cyclists.
- Help turn Foster Road into a successful Main Street by providing greater accessibility for all modes and a safer and attractive corridor that supports businesses and neighborhoods.

Community Support

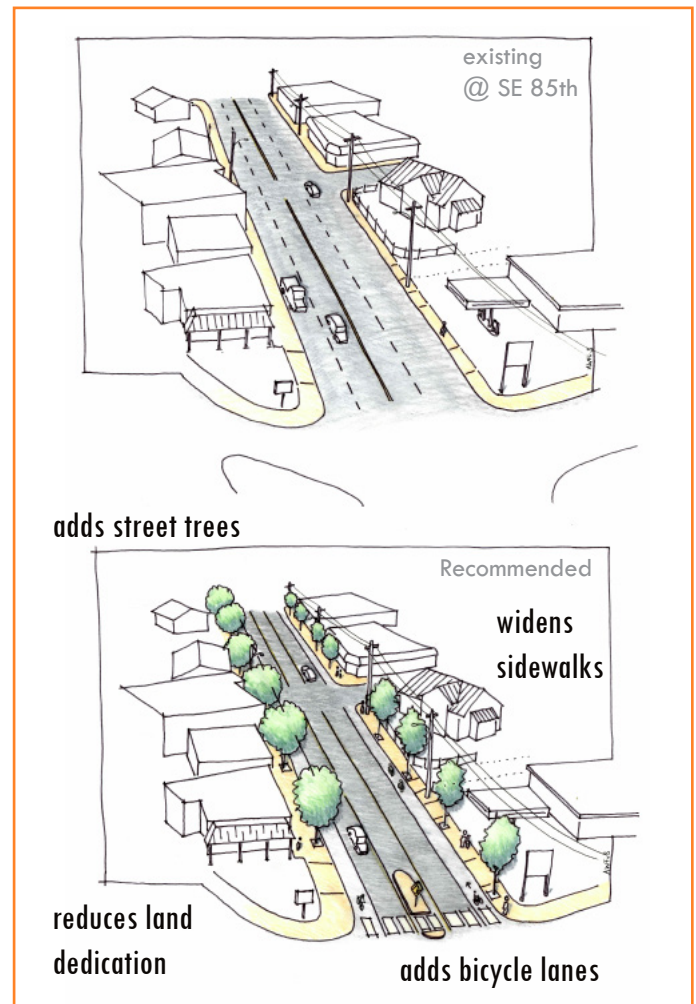
- Community feedback has been very supportive of the recommendations of the plan, including businesses, neighborhoods, local schools, local organizations and hundreds of residents.
- Over 450 people attended the project's five open houses.
- Over 430 people filled out a survey and 80% supported the plan recommendations.
- The process included multiple opportunities for public feedback, including special outreach to low-income and minority residents.

What the **plan recommendations** do

- Calm traffic and increase safety by providing three travel lanes instead of four, increasing visibility for all users and simplifying crossings.
- Widen sidewalks in Lents from 5 feet to 9 feet and add street trees.
- Stimulate economic development by reducing the amount of land adjacent redevelopment properties in Lents need to dedicate as right of way to complete 12-foot sidewalks.
- Retain over 95 percent of the on-street parking
- Add bicycle lanes per the Bicycle Plan for 2030 and connect them to existing bicycle lanes in Lents Town Center and the upcoming bicycle lanes on SE 52nd Avenue.
- Add marked protected crossings and curb extensions.
- Add transit shelters.
- Add street trees and lights.
- Can be built with existing funds.



Existing 5-foot sidewalks on Foster Road east of SE 82nd Ave



How does the recommended cross section change affect traffic on Foster Road?

What is the recommendation? Foster Road currently has four travel lanes. The recommendation to improve safety calls for one lane in each direction plus a center turn lane and bicycle lanes. This new cross section would extend from SE 54th to SE 90th Avenues. This change is expected to reduce all types of crashes by at least 20%.

What it does: During most of the day, Foster Road has enough capacity for current traffic, except for the PM peak at some key intersections. With a three lane road, during most of the day traffic levels would not lead to congestion. However, during the PM period (and potentially the AM peak), Foster Road would have too much peak direction traffic to be accommodated by the three lanes. As a result, many motorists, upon facing congestion, would look for alternative routes. This is what we referred to as traffic diversion.

How would traffic diversion work? A likely scenario would be that at the beginning of construction Foster Road would be congested, leading to significant delays. Following that experience, motorists would reevaluate their travel behavior. Some would find that it is not a significant enough delay to change their travel patterns. Others would look for other routes to get to their final destination. This process would continue for some time until a new balance is reached, with about a third of the traffic during the PM peak hour in the peak direction (eastbound) leaving for other routes.

What is the impact on travel times? The result of traffic diversion would be that as drivers choose other routes, travel delay would improve. However, even with this diversion, travel times in the peak direction would increase by 3 minutes to travel the entire corridor. See chart. However, about a third of drivers travel the entire corridor. Most travel shorter distances on Foster Road, so that for all drivers the average travel time increase would be about 2 minutes.

Furthermore, our model estimates that the average actual total trip distance for PM peak drivers on Foster Road is 21 minutes. This means that the increase in travel time results in an average 10% increase for Foster Road drivers, from 21 to 23 minutes.

How about the future? Wouldn't Foster Road get more traffic over time? Yes. If Foster Road remained with four travel lanes, as the corridor and outer southeast areas continue to grow, more drivers would use Foster Road, increasing congestion over time. Our model shows that by 2035, the 3 additional minutes it would take to travel the entire corridor during the PM peak hour with a three lanes versus four lanes would be reduced to one minute, from 9 minutes to 10 minutes. See chart. Travel times on Foster Road with three lanes would remain at 10 minutes since traffic is already at capacity.

