

Foster Road Streetscape Project

Evaluation Report



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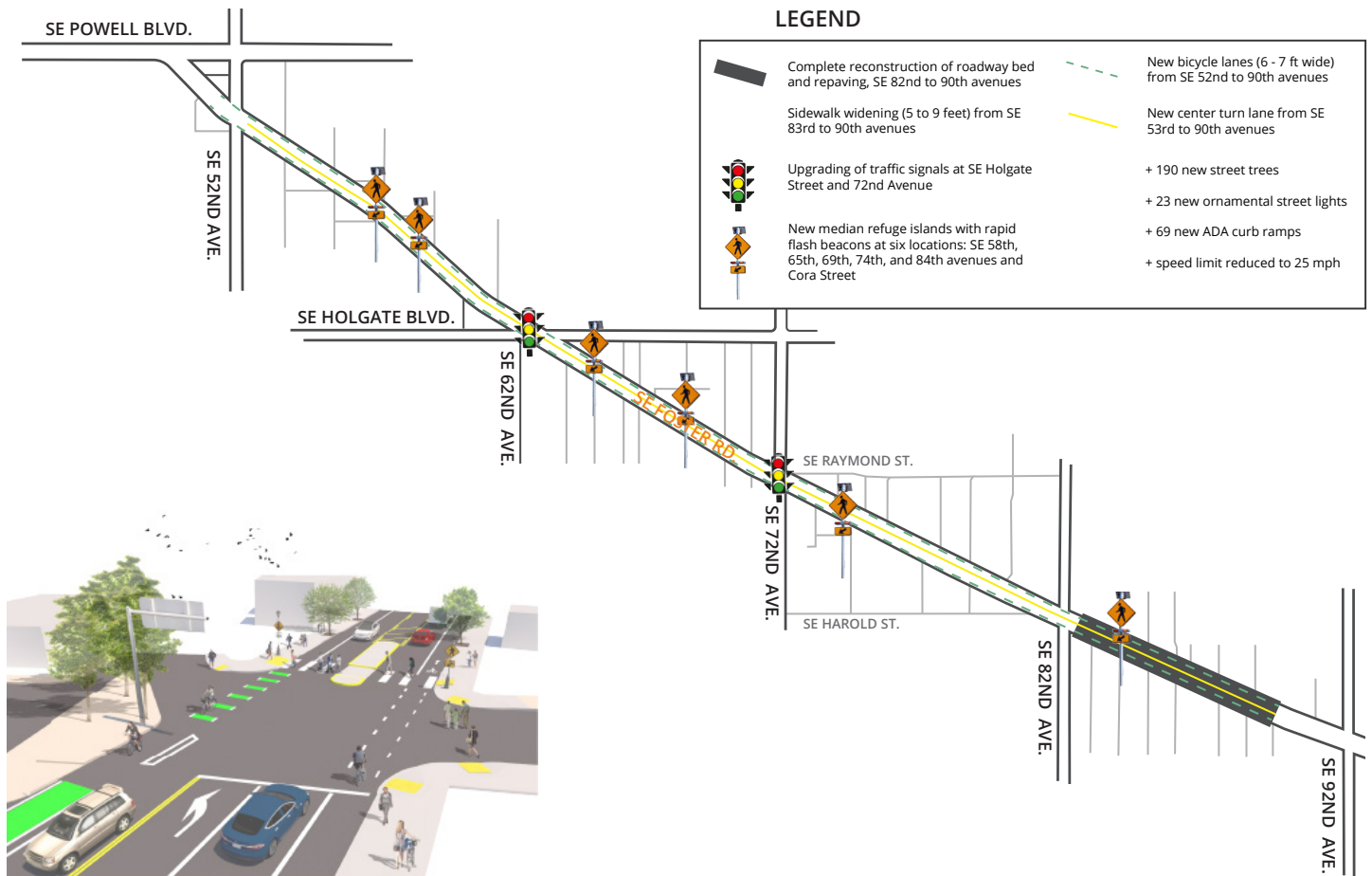
FOSTER ROAD STREETSCAPE PROJECT



PBOT
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Foster Road Streetscape Project Evaluation

February 2026



The Foster Road Streetscape Project extends from SE 52nd Avenue to the western edge of the Lents Town Center at SE 90th Avenue. The goal of this project was to transform SE Foster Road from a high speed, auto-oriented corridor into a more balanced streetscape that is safer and more accessible for people walking, biking, taking transit, and driving.

This project converted SE Foster Road from four vehicle travel lanes to two vehicle lanes, bike lanes, and a center turn lane from 52nd to 90th avenues. Traffic signals were upgraded at SE

Holgate Street and 72nd Avenue. New median refuge islands with rapid flashing beacons were added at the crossings of SE 58th, Mall, 65th, 69th, 74th, and 84th avenues. Upgraded curb ramps, wider sidewalks, street trees, and ornamental lighting were also part of the project.

Construction was completed in late 2018.

Learn more: <https://www.portland.gov/transportation/pbot-projects/documents/foster-road-streetscape-project-flyer/>

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EVALUATION

PBOT staff collected data before and after the project construction to evaluate changes to speed, transit travel time, vehicle travel time, diversion onto neighborhood streets, crashes, and compliance with active transportation guidelines.

Project goals: reduce number of crashes, reduce auto speeds, improve pedestrian safety, maintain traffic flow.

Project funding: Funding for this \$9 million project came from the Fixing Our Streets program, the Lents Town Center Urban Renewal District, Portland Transportation System Development Charges, and a federal grant.

RESULTS

The evaluation shows the projects achieved most project goals with minimal undesirable outcomes.

Safety - crashes: Crashes overall, including deadly and serious injury crashes and pedestrian crashes, decreased relative to area trends. Bike crashes decreased overall but increased relative to area trends.

Safety - speed: Median and prevailing speeds decreased, while top-end speeding decreased substantially.

Traffic operations: Vehicle travel times were recorded at or under projected increases. Traffic volumes decreased on SE Foster Road with no substantial changes noticed on parallel streets.

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KEY FINDINGS

- **Deadly and serious crashes and pedestrian crashes decreased relative to area trends.**
- **The rate of bicycle crashes decreased,** however it decreased citywide and district-wide by a greater amount.
- **Median and prevailing driving speeds decreased** on SE Foster Road between 2014 and 2024.
- The number of speeders over 35 mph decreased substantially.
- Averaged throughout the day, **transit travel time and peak delay increases were moderate.**
- Median transit travel time during peak periods increased more, at about two minutes.
- **Median travel time for vehicles increased moderately** on SE Foster Road from SE Powell to 82nd Avenue, between 44 and 51 seconds throughout the whole day.
- While peak hour travel times increased substantially, they were **still lower than** pre-project modeling.
- There were **no substantial changes to traffic volume** on measured parallel streets.

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CRASHES ON SE FOSTER ROAD

Key findings: Deadly and serious crashes and pedestrian crashes decreased relative to area trends.

The rate of bicycle crashes decreased, however it decreased citywide and district-wide by a greater amount.

PBOT staff focus on five key crash categories:

- Deadly and serious injury crashes
- Pedestrian crashes
- Bicycle crashes
- Vision Zero focus crashes: crashes where a pedestrian or person biking is injured or where anyone is killed or seriously injured.
- All crashes

This report will include the number of crashes before and after project construction, as well as normalized change before and after the project. The appendix contains the methodology used to determine how many years of crash data are needed to provide a comparative analysis.

The Foster Road Streetscape Project was

completed in 2018. Pre-project data includes five years of crash data from 2013 to 2017. Post-project data includes five years of data from 2019 to 2023.

The annual rate of deadly and serious injury crashes stayed the same on the corridor after project completion, but the rate of deadly and serious crashes increased more citywide, resulting in a substantial decrease relative to area trends. Pedestrian crashes also decreased relative to area trends.

While the annual rate of bike crashes decreased after project completion, it did not decrease as greatly as citywide and district-wide rates over the same time frame. This project added new bike lanes which could also lead to more people making trips by bike on the corridor. Reliable data on the number of people biking is not available to measure crash rates per rider.

The table below shows annual averages for these time periods. The table includes a normalized change before and after project completion.

Comparative Analysis of Crashes on SE Foster Road

Change in crash rates from SE 52nd to SE 89th Avenues

	Before 2013 - 2017	After 2019 - 2023	Change	Citywide and district change	Relative Change
Deadly and serious injury crashes*	2.6	2.6	0%	+32%	-24%
Pedestrian crashes	3.2	1.6	-50%	-34%	-24%
Bicycle crashes	2.6	2.0	-23%	-61%	+96%
Vision Zero focus crashes	7.0	4.8	-31%	-25%	-9%
All crashes	83.4	50.6	-39%	-40%	+2%

*The deadly crash rate went from 0 to 0.4, the serious injury crash rate went from 2.6 to 2.2

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SE FOSTER ROAD 2019 TO 2023 VISION ZERO FOCUS CRASHES

SE 52nd Avenue

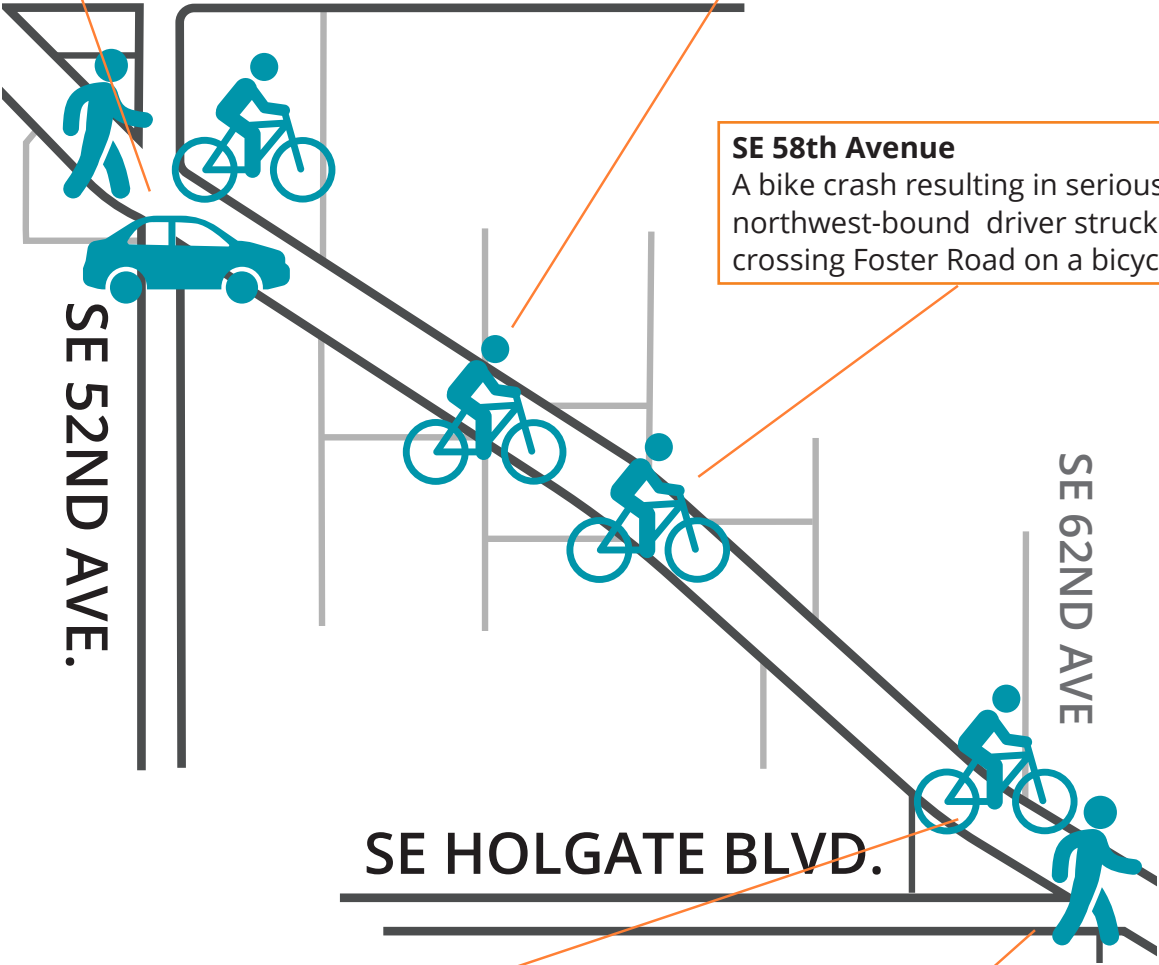
Three crashes resulting in serious injuries. In two of the crashes, drivers turning right onto SE Foster failed to yield to a person walking and a person biking. In the third crash, a northwest-bound vehicle rear-ended a stopped vehicle.

SE 56th Avenue

A bike crash resulting in serious injury. A northwest-bound driver turning right struck a person on a bike in the bike lane.

SE 58th Avenue

A bike crash resulting in serious injury. A northwest-bound driver struck a person crossing Foster Road on a bicycle.



SE 62nd Avenue

A bike crash resulting in moderate injury. A northwest-bound driver turned left into a driveway and struck a person biking in the opposite direction in the bike lane.

SE Holgate Boulevard

A pedestrian crash resulting in serious injury. A northwest-bound driver struck a person crossing Foster Road outside of a crosswalk.

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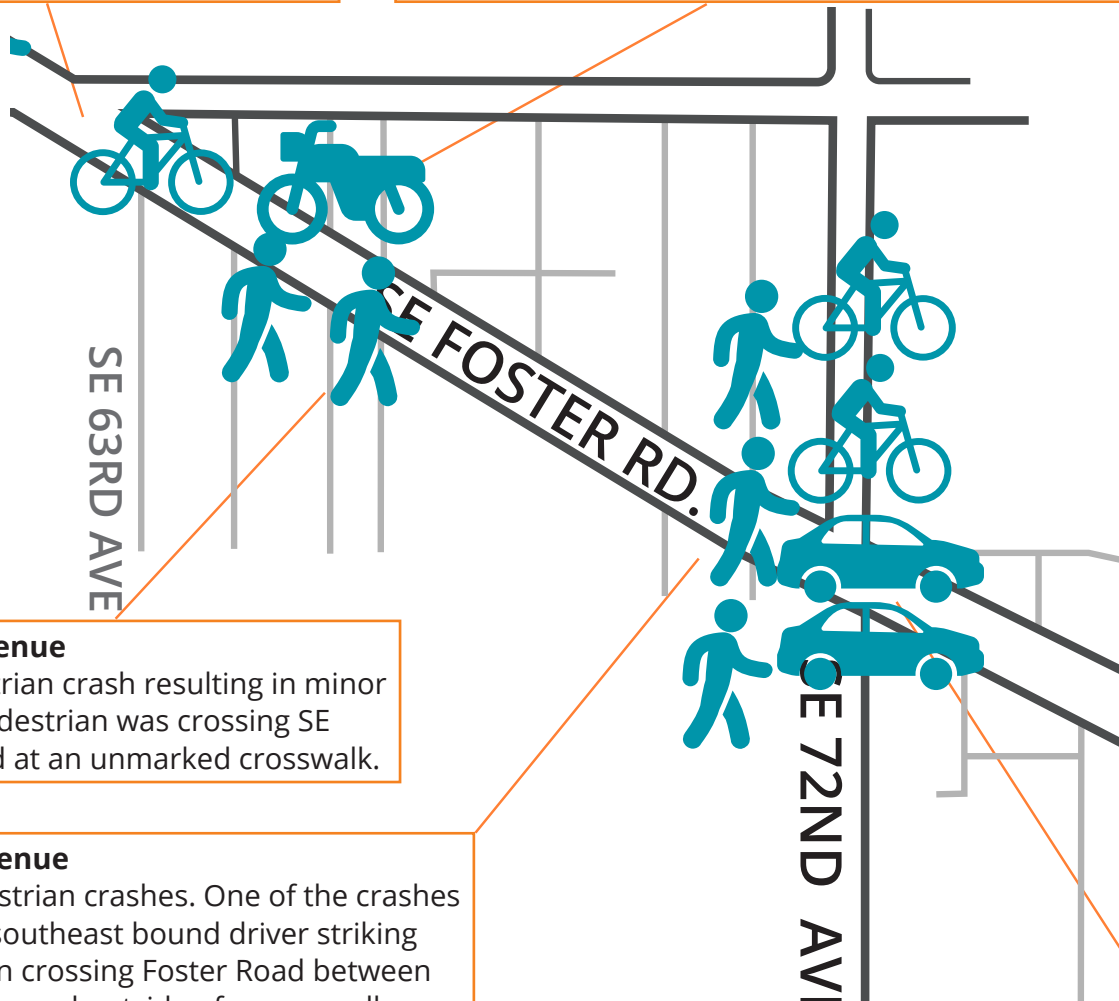
SE FOSTER ROAD 2019 TO 2022 VISION ZERO FOCUS CRASHES

SE 63rd Avenue

A bike crash resulting in moderate injury. A driver turning onto Foster Road struck a person on a bike in the bike lane.

SE 65th Avenue

A midblock pedestrian crash resulting in moderate injury and a motorcycle crash at the intersection resulting in death. A driver turned right into a driveway and struck a pedestrian walking in the same direction. A person on a motorcycle driving southeast bound struck a vehicle turning left to exit SE Foster Road.



SE 66th Avenue

One pedestrian crash resulting in minor injury. A pedestrian was crossing SE Foster Road at an unmarked crosswalk.

SE 71st Avenue

Three pedestrian crashes. One of the crashes involved a southeast bound driver striking a pedestrian crossing Foster Road between intersections and outside of a crosswalk, resulting in serious injury. The second crash involved a southeast bound driver striking a pedestrian in the crosswalk, resulting in one death. The third crash involved a northwest bound driver turning left and striking a pedestrian crossing 71st Avenue, resulting in minor injury.

SE 72nd Avenue

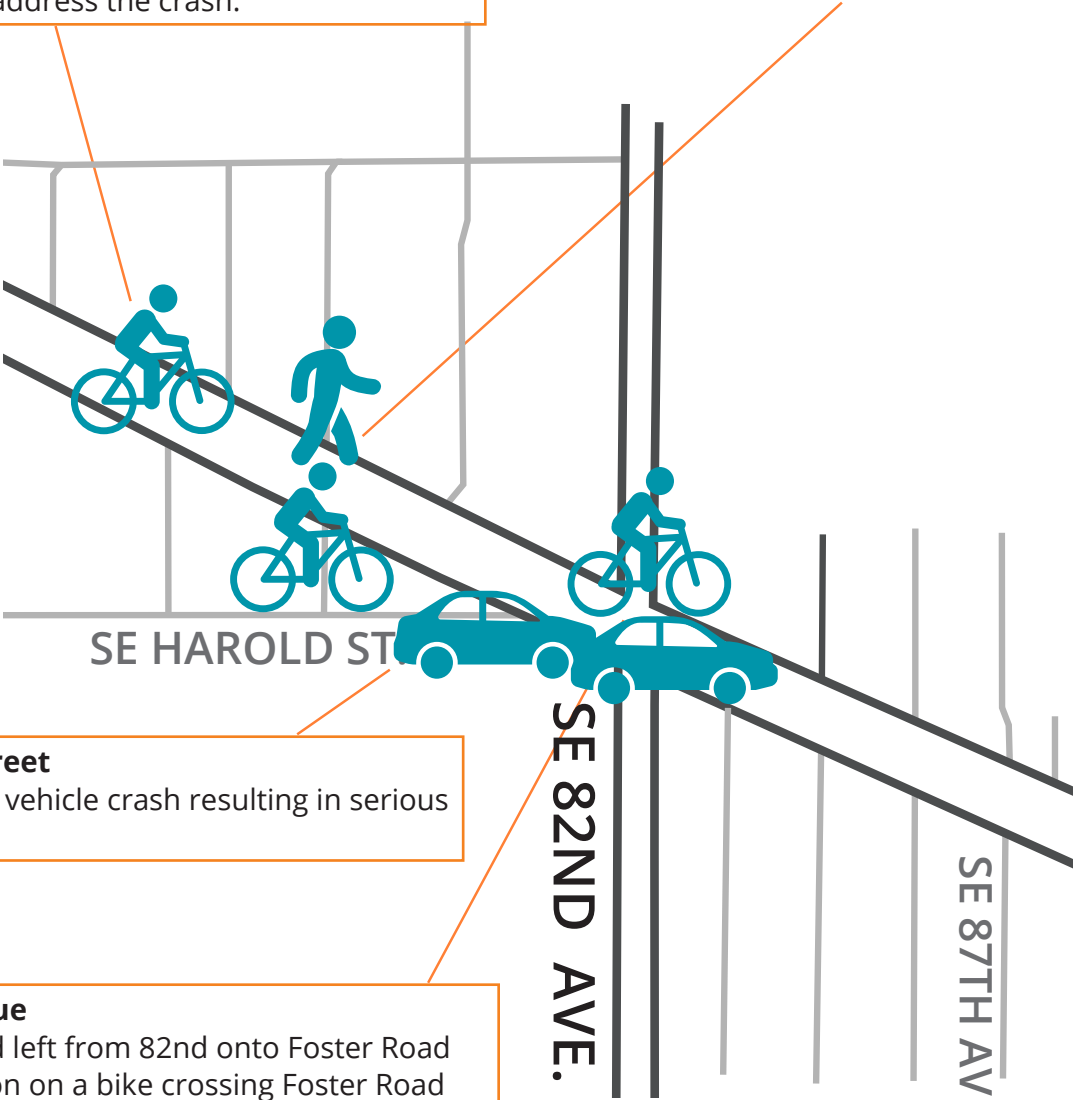
Two bike crashes resulting in minor and moderate injury and two vehicle crashes resulting in serious injuries. The first bike crash involved a truck turning right off of Foster Road and hitting a person on a bike in the bike lane. The second bike crash involved a northwest bound driver turning left into a person on a bike travelling in the opposite direction. One of the vehicle crashes was a rear-end and one was a single-vehicle crash that occurred while evading law enforcement.

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SE FOSTER ROAD 2019 TO 2022 VISION ZERO FOCUS CRASHES

SE 78th Avenue
A bike crash resulting in minor injuries. A driver turned left onto Foster Road from the north leg of 78th Avenue and hit a person biking northwest on Foster Road. In 2024, this crossing was upgraded with a median island, crossbike markings, and a short protected two-way bike lane as part of neighborhood greenway connections. These upgrades may address the crash.

SE 79th Avenue
Two crashes resulting in minor injuries. A pedestrian crash involving a driver on Foster Road hitting a person on a motorized wheelchair crossing Foster Road between intersections. A bike crash involving a driver hitting a person on a bike crossing SE Foster Road northbound at an unmarked crosswalk.



SE Harold Street
One rear-end vehicle crash resulting in serious injury.

SE 82nd Avenue
A driver turned left from 82nd onto Foster Road and hit a person on a bike crossing Foster Road on a red light, resulting in moderate injury. In the second crash, a driver northbound on 82nd Avenue ran a red light and struck another vehicle travelling on Foster Road, resulting in serious injury. Upcoming projects aim to improve safety at this intersection.

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Of the eight pedestrian crashes, five involved pedestrians crossing SE Foster Road - two within marked crosswalks and three outside of marked crosswalks. In addition, one person biking was hit while crossing SE Foster Road outside of a marked crosswalk. This highlights the importance of adding frequent crossing opportunities. PedPDX crossing guidance recommends marked crossings every 530 feet on Major City Walkways in pedestrian districts, such as portions of SE Foster Road.

The annual rate of bike crashes decreased in the five years after project construction, but the rate of bike crashes decreased more citywide and in the project's council districts. This project also added bike lanes to a street that did not have them previously, possibly increasing the number of people biking on SE Foster Road.

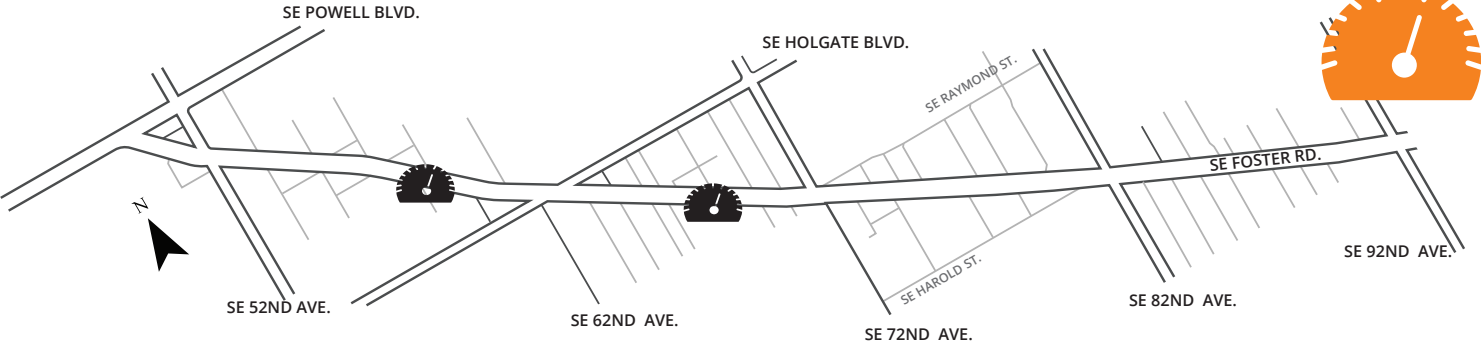
Eight of the ten bike crashes that occurred after the project involved vehicles turning. Half of the turn crashes involved drivers turning left and half involved drivers turning right. PBOT has been exploring different tools to prevent drivers who are making right turns at an intersection, from entering the bike lane too early. These tools are valuable when a bike lane without physical protection is on a high volume street.

Other crashes on the corridor involve behaviors that are harder to address through street design, including disregarding signals, running into a fixed object at high speed, and rear-ending at a traffic light. Reducing driving speeds also helps reduce the frequency and severity of these crashes, and this project substantially reduced top-end speeding on this corridor. Automated safety cameras and other signal treatments can address some of these behaviors.



SE Holgate Boulevard intersects Foster Road at an angle. 63rd Avenue intersects SE Foster from the north and south on either sides of this intersection. There is also an alley on Holgate Boulevard 100' east of the curbs. This project made substantial changes to this intersection by removing a vehicle travel lane from each direction, adding continental crosswalks and crossbike pavement markings, changing signal operation, and adding a dedicated left turn lane to Foster Road.

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SPEED ON SE FOSTER ROAD

Key findings: Median and prevailing driving speeds decreased on SE Foster Road between 2014 and 2024.

The number of speeders over 35 mph decreased substantially.

Reducing auto speeds was one of the primary project goals. Reducing vehicle speed, top-end speeding in particular, is a powerful tool for improving safety.

PBOT measured traffic speed at two locations on SE Foster Road: west of SE Cora Street and west of SE 69th Avenue. Pre-project counts were collected in March 2014 and post-project counts in October 2024. The speed limit on SE Foster

Road was lowered from 35 mph to 25 mph from SE Powell Boulevard to 94th Avenue in June 2019, which may have contributed to slower driving speeds. Where the speed limit was changed between before and after counts, top-end speeding measures people driving 10 mph over the new speed limit.

- Three speed measures were evaluated:
- Median speed (50th percentile)
 - Prevailing speed (85th percentile)
 - Top-end speeders

See the Appendix for more details on speed analysis.

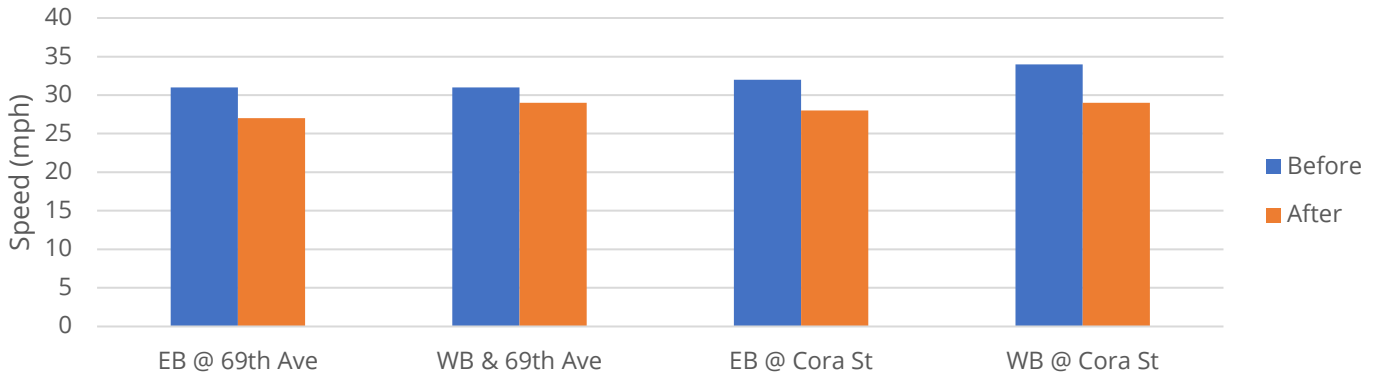
	Median Speed	Prevailing Speed	Top-End Speeding
SE Foster at SE Cora Street	14% ↓	13% ↓	81% ↓
SE Foster at SE 69th Avenue	10% ↓	10% ↓	69% ↓

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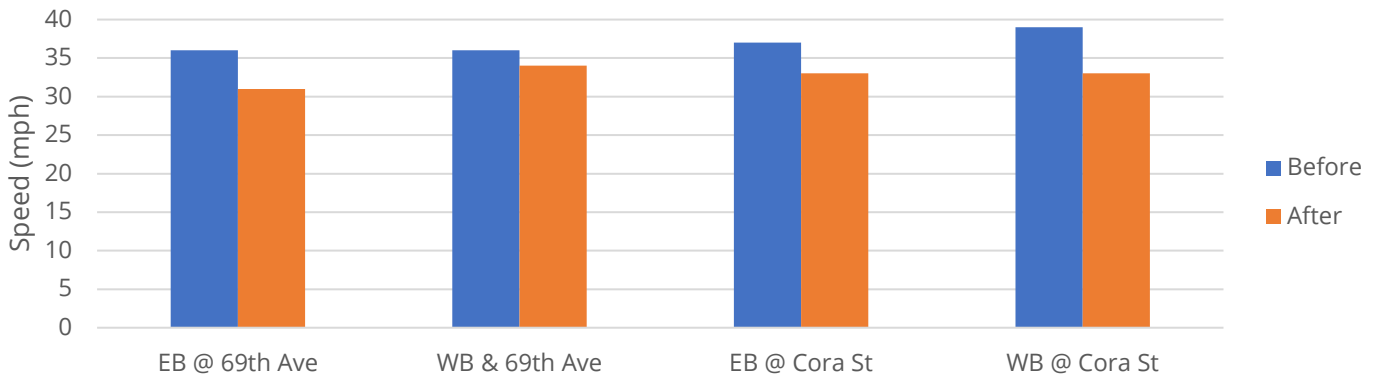
SPEED ON SE FOSTER ROAD

Median and prevailing speeds on SE Foster Road decreased 10% to 14% at both locations measured, with the biggest drop from 38 mph to 33 mph in prevailing speed at SE Cora Street. The percent of people driving 35 mph or faster decreased substantially for both directions, with the largest decrease of over 4,900 vehicles at Cora Street in the westbound direction.

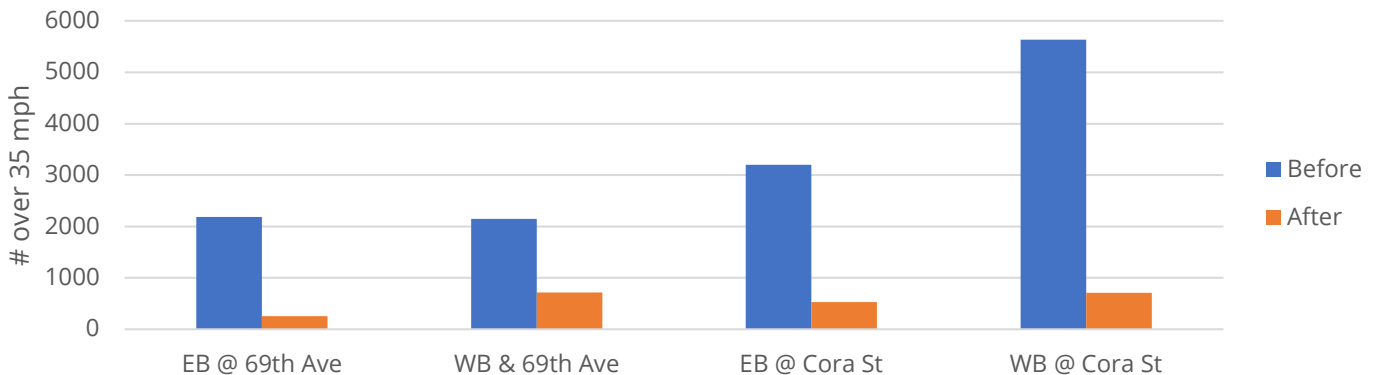
SE Foster Road | Median Speed



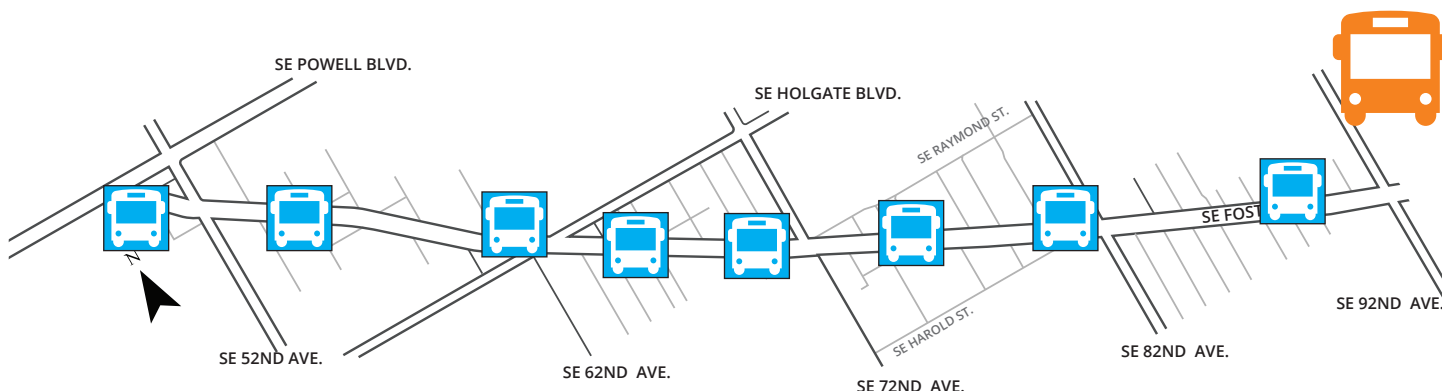
SE Foster Road | Prevailing Speed



SE Foster Road | Daily Number of Drivers 35mph +



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TRANSIT TRAVEL TIME AND RELIABILITY

Key findings: Averaged throughout the day, transit travel time and peak delay increases were moderate.

Median transit travel time during peak periods increased more, at about two minutes.

PBOT staff used transit travel time data to evaluate impact to bus service. Transit performance is an important measure of PBOT's strategic goals of increasing accessibility, mobility, and safety for different transportation choices. Projects with large impacts on transit, such as the Foster Road Streetscape Project, involve close collaboration with TriMet.

TriMet provided data for bus line 14 from SE 52nd Avenue to SE 88th Avenue. Data was collected from Sept. 3 to Dec. 2, 2017 (before) and Sep. 1 to Nov. 30, 2019 (after) on weekdays only.

This project made no specific improvements to transit so delays to travel time are expected to match delays to vehicle travel time on the corridor. Pre-project travel time modeling estimated an increase of up to three minutes to peak travel time for this corridor. Reliability is an important factor for transit performance, and this project did not affect transit variability.

Three measures were evaluated:

- Median run time
- Peak delay
- Variability

Median run time indicates about how long it takes to travel along the corridor. Peak delay and variability show the difference between bus trips during congestion and free-flow conditions. Both are key indicators used by TriMet to evaluate transit trips.

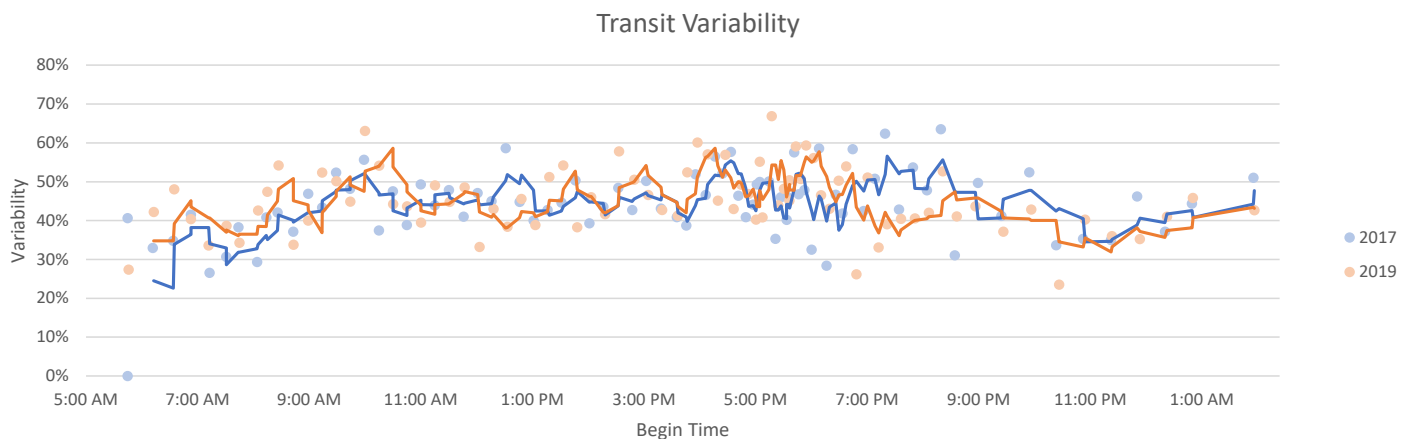
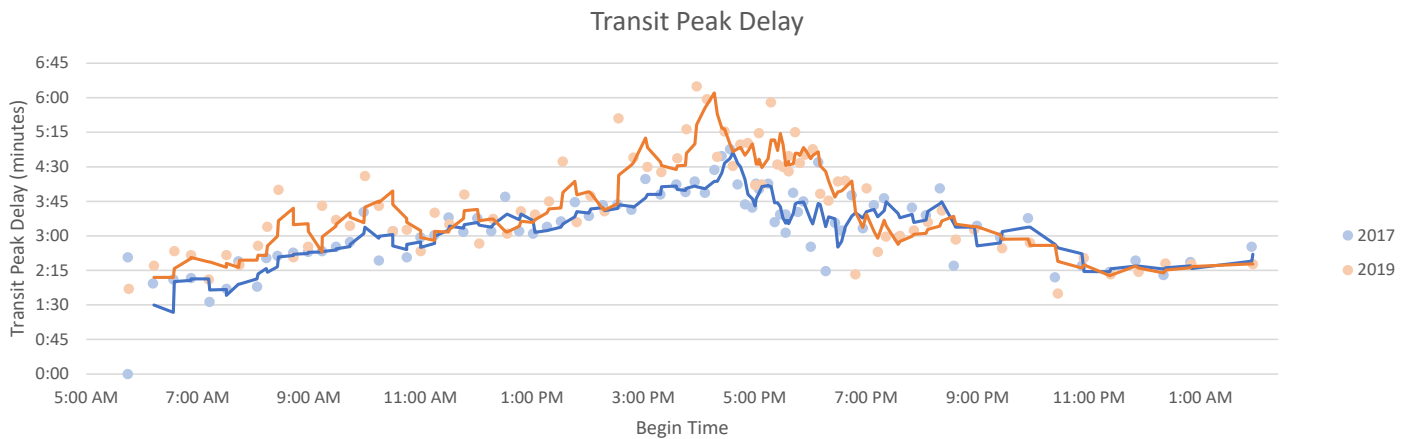
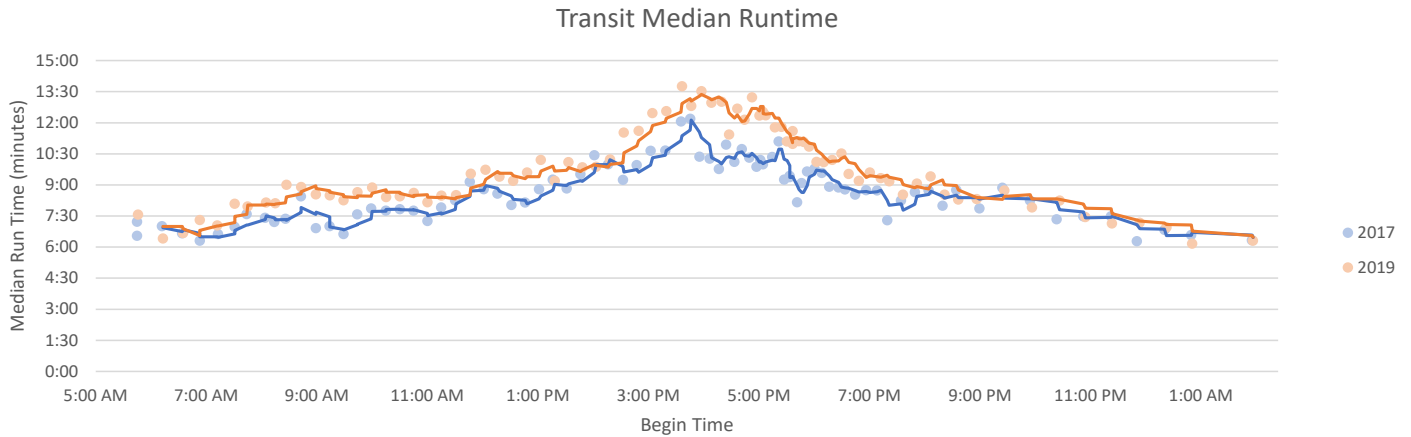
See the Appendix for more details on transit travel time analysis.

Median run times increased moderately throughout the entire day in both directions during the study period: 12% (63 seconds) in the eastbound direction and 14% (73 seconds) in the westbound direction. Runtimes increased substantially during peak periods in both directions, with the biggest increase of 20% (121 seconds) during the eastbound evening peak. Peak delay similarly increased moderately throughout the whole day and substantially during peak periods, up to 29% (42 seconds) during the morning peak in both directions. There were no substantial changes to transit variability, and all changes were below pre-project modeling estimates of three-minute increases to peak travel time.

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EASTBOUND SE FOSTER ROAD (52ND TO 88TH AVENUES | LINE 14)

Eastbound median travel time for Line 14 increased moderately over the entire day, averaging 12% or 63 seconds. The largest increase to median travel time was during the evening peak period, at 20% or just over two minutes increase. Transit peak delay increased between 23% and 25% during the morning and evening peak periods respectively, averaging 15%, or 29 seconds, throughout the entire day. There were no substantial increases to variability.

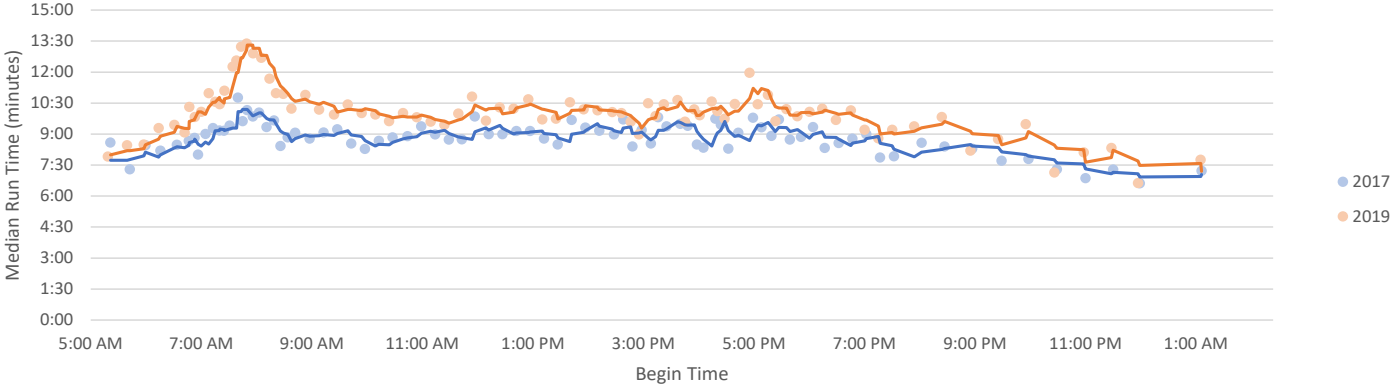


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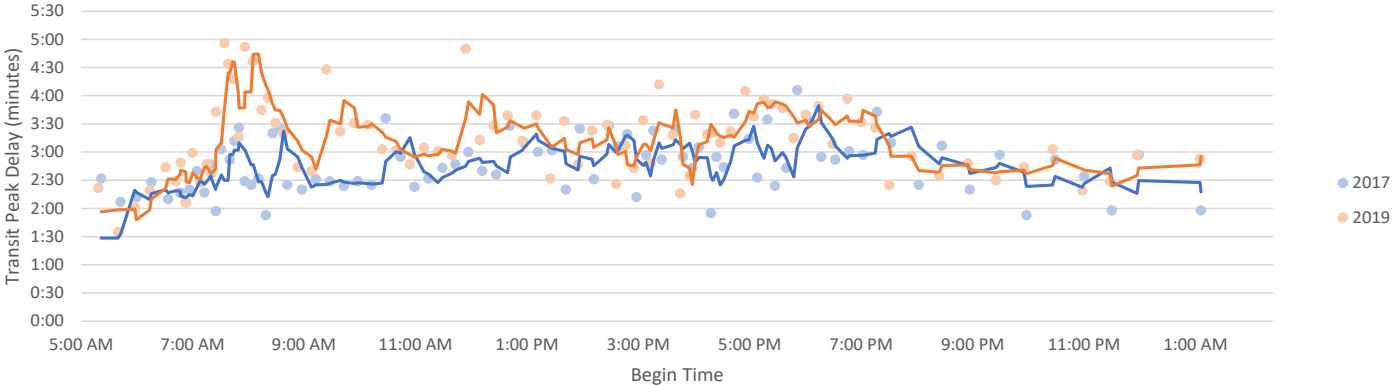
WESTBOUND SE FOSTER ROAD (88TH TO 52ND AVENUES | LINE 14)

Impacts to westbound median transit run time were similar to eastbound run times with a 14% or 73-second increase to median travel time during the entire day. The largest increases occurred between 7:30 and 8:30 a.m. when there was a 35% (205-second) increase to median travel time and 67% (110-second) increase to peak delay. There were no substantial increases to variability.

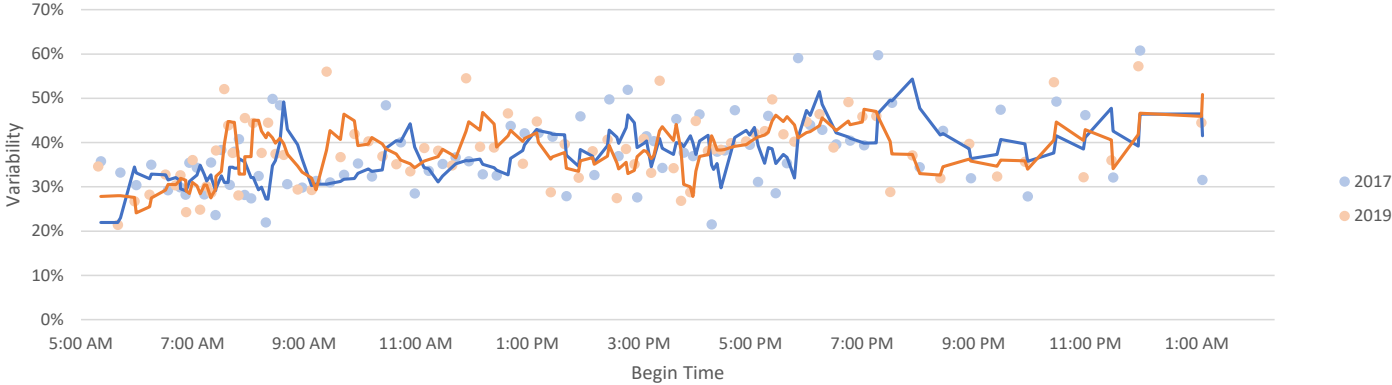
Transit Median Runtime



Transit Peak Delay



Transit Variability



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VEHICLE TRAVEL TIME

Key findings: Median travel time for vehicles increased moderately on SE Foster Road from Powell Boulevard to 82nd Avenue, between 44 and 51 seconds throughout the whole day.

While peak hour vehicle travel time did experience a substantial two-and-a-half minute increase, it was still lower than pre-project modeling.

Roadway reorganization projects like the Foster Road Streetscape Project often raise concerns about vehicle congestion and travel time. PBOT used an INRIX data set to measure travel time in the segment. PBOT staff analyzed weekday data for September, October, and November 2017 (before) and September, October, and November 2019 (after). The data included vehicle travel time on SE Foster Road from Powell Boulevard to 82nd Avenue.

Pre-project modeling suggested there was capacity on SE Foster Road to accommodate the lane configuration without significant delay. A travel time model predicted an increase of three

minutes to peak hour travel time (from seven to ten minutes) for the entire 2.3 mile corridor. The segment for which INRIX data is available is two miles. Median peak hour travel time increased 2.5 minutes eastbound and 1.5 minutes westbound, less than the model projected.

Two measures were evaluated:

- Median Travel Time
- 90th Percentile Travel Time

Median travel indicates about how long it takes to travel along the corridor segment. Ninetieth percentile travel time indicates about how long slower trips take along the corridor segment.

The graphs on the next two pages show median and 90th percentile travel times for eastbound and westbound traffic. Data is averaged over 15-minute increments.

See the Appendix for more details on travel time analysis.



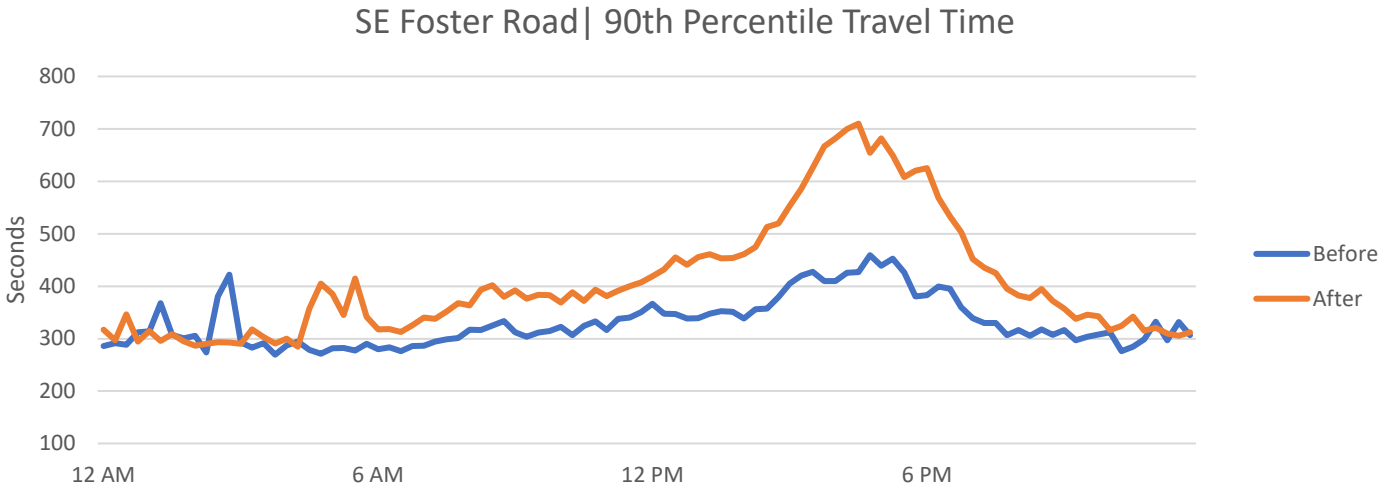
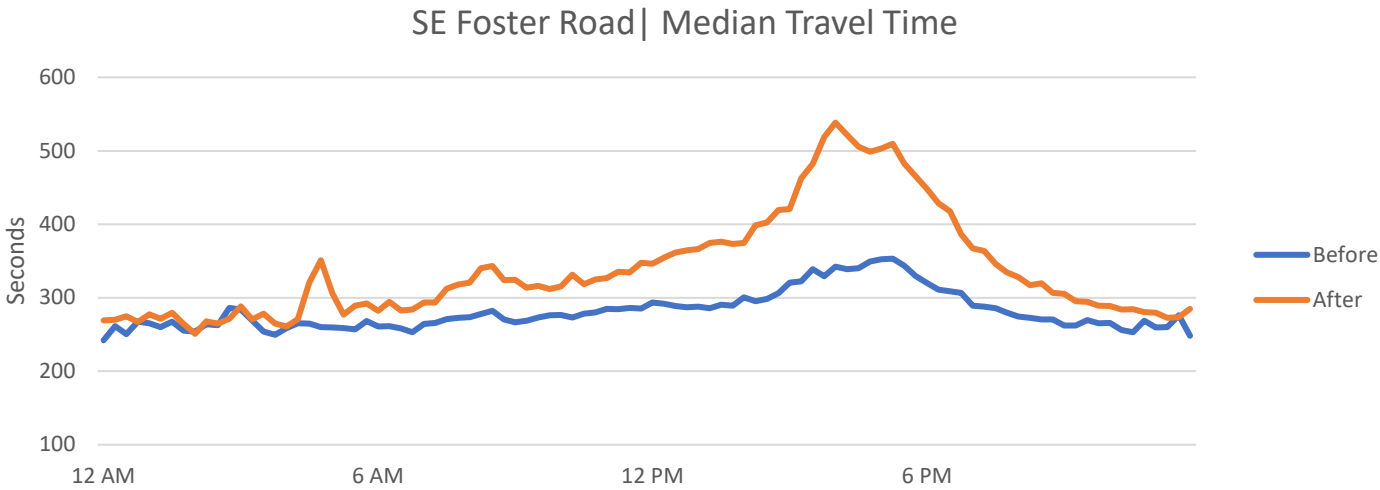
Median island at SE Foster Road & 65th Avenue

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SE FOSTER ROAD TRAVEL TIME SE POWELL BOULEVARD TO 82ND AVENUE, EASTBOUND

The graphs below show eastbound vehicle travel time along SE Foster Road. The data is averaged over 15-minute increments.

Median travel time throughout the whole day increased moderately at 51 seconds, or 18%. Median travel time during the evening peak period increased over two-and-a-half minutes, or 45%, less than the three minutes modeled by PBOT pre-project. The 90th percentile travel time, which represents some of the longest trips through the corridor, increased less than four minutes.



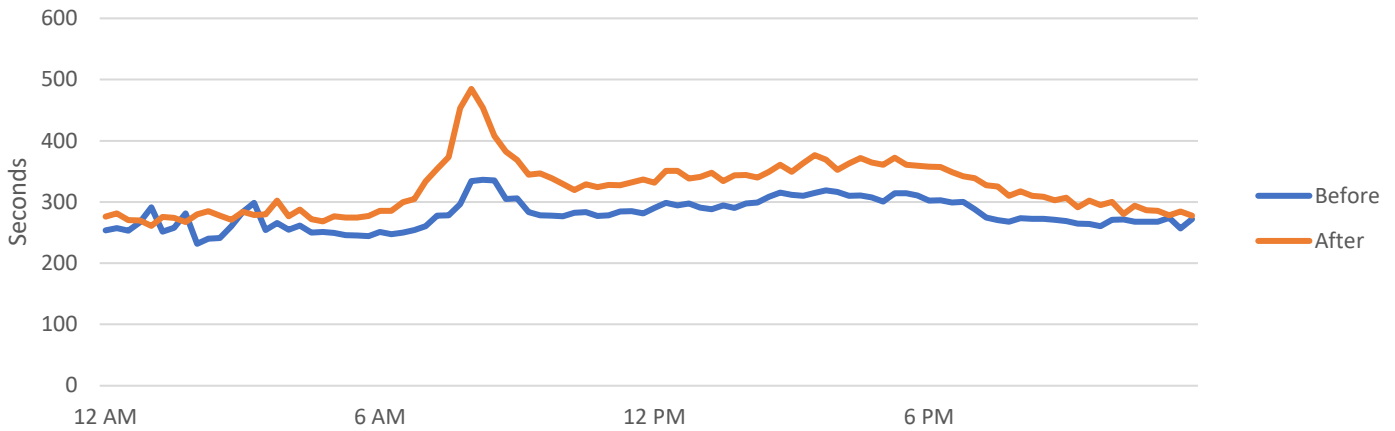
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SE FOSTER ROAD TRAVEL TIME SE POWELL BOULEVARD TO 82ND AVENUE, WESTBOUND

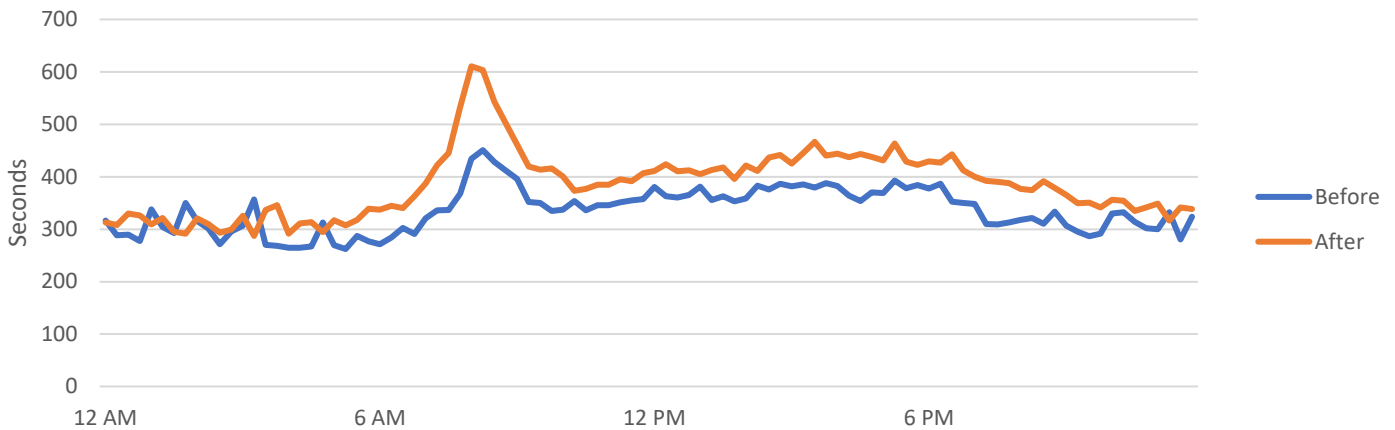
The graphs below show westbound vehicle travel time along SE Foster Road. The data is averaged over 15-minute increments.

Median travel time throughout the whole day increased moderately at about 44 seconds, or 15%. Median travel time during the morning peak period increased over one-and-a-half minutes, or 32%, less than the three minutes modelled by PBOT pre-project. Increases were concentrated around the hour of 7:30 to 8:30 a.m., when median travel time increased 42%, or 130 seconds.

SE Foster Road | Median Travel Time



SE Foster Road | 90th Percentile Travel Time



MOTOR VEHICLE SPEED AND VOLUME ON NEIGHBORHOOD AND PARALLEL STREETS

Key findings: Traffic volumes decreased on SE Foster Road after project construction. The biggest decreases were concentrated during peak hours.

There were no substantial changes to traffic volume on measured parallel streets.

When PBOT staff propose a roadway reorganization that reduces vehicle travel lanes, community members are sometimes concerned that drivers will shift to neighborhood streets or parallel routes. Previous projects have not led to this type of traffic pattern shift. However, PBOT staff collect before and after speed and volume counts on neighborhood streets and parallel routes to monitor potential travel pattern changes.

SE Foster Road intersects many other arterial streets at an angle, meaning there are not many alternatives for long-distance through-travel. To measure any possible traffic impacts, PBOT collected data on the following street segments:

- SE Foster Road west of Cora Street
- SE Foster Road west of 69th Avenue
- SE Powell Boulevard west of 54th Avenue
- SE Woodstock Boulevard west of 67th Avenue
- SE 72nd Avenue north of Center Street
- SE Holgate Boulevard west of 78th Avenue
- SE Harold Ave west of 79th Avenue

Data before construction came from existing traffic counts mostly between 2014 and 2017. Counts on SE Powell Boulevard are from 2010 due to limited availability of pre-project data. After counts were collected in 2019 for SE Harold Street and 72nd Avenue, and 2024 for SE Foster Road, Powell Boulevard, Woodstock Boulevard, and Holgate Boulevard.

Traffic volumes on SE Foster Road decreased between 28% and 31% between 2014 and 2024 at the two locations near Cora Street and near 69th Avenue. Average traffic traveling along this part of SE Foster Road was about 21,363 vehicles per day before the project and is about 15,988 vehicles after. Traffic volume during the westbound morning peak hours decreased 39% to 44%, while the eastbound evening peak decreased 37% at both locations.

SE Woodstock and Powell boulevards are major arterials that run east and west at the northern and southern ends of Foster Road, and were chosen to represent parallel routes. Traffic volume on SE Woodstock Boulevard increased 8% between 2016 and 2024 while volume on SE Powell Boulevard decreased 14% between 2010 and 2024.

SE 72nd Avenue and Holgate Boulevard are collector streets intersecting Foster Road, and SE Harold Avenue is a local street meeting Foster Road west of 82nd Avenue. These streets were selected to represent possible diversion into neighborhoods. There were no substantial increases in traffic volume measured on these three streets.

The absence of increased traffic volumes on major parallel streets make it unclear if this project diverted traffic to other streets or if the number of trips decreased. Considering the increases on neighborhood streets were minor, this project does not appear to have moved traffic onto neighborhood streets.

The Covid-19 pandemic may have had an impact on 2024 traffic volume data. Traffic volumes generally decreased citywide during the pandemic and have remained changed in some locations.

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ACTIVE TRANSPORTATION IMPROVEMENTS

[PedPDX](#), Portland's citywide pedestrian plan, identifies and tracks measures of crossing gaps, crossing design, and sidewalk completeness. See the Appendix for more details on crossing spacing, design, and completeness.

Crossing spacing

Crossing gaps can be identified by finding segments between crossings that don't meet guidelines, as shown on PBOT's PedPDX online map. They can also be identified by finding areas that are more than half the guideline distance from the nearest crossing.

After the construction of four new marked crossings, an additional .22 miles or 10%, of SE Foster Road is within the desired distance of a marked crossing.

Percent of SE Foster Road (52nd - 90th Ave) within desired distance of nearest crossing

Before	After
56%	66%

Percent of SE Foster Road (52nd - 90th Ave) meeting PedPDX crossing spacing guidelines

Before	After
26%	35%

Crossing design guidelines

PedPDX identifies the level of enhancement necessary for a crossing to meet city guidelines. Engineers conduct an additional analysis to verify which treatments are warranted at each location. Beyond adding new crosswalks, this project enhanced several crossings by adding curb extensions to reduce crossing distance or adding push button activated flashing beacons.

This project enhanced seven crossings on SE Foster Road.

Sidewalk completeness

In addition to new crossings, sidewalks were widened to nine feet between SE 83rd & 90th avenues. Sixty-nine ADA curb ramps were installed.



Bicycle Infrastructure

The Foster Road Streetscape Project made substantial upgrades to the bicycle infrastructure on Foster Road. Before the project, there were no bike lanes. The project added bike lanes from SE 52nd to 92nd avenues with a paint buffer from 56th to 72nd avenues.

Given the high traffic volume on SE Foster Road, this bike facility does not meet recommendations to accommodate riders of all ages and abilities. See the Appendix for details.



A flashing beacon and median refuge island on SE Foster Road at 74th Avenue.

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EQUITY

Transportation is responsible for 44% of Portland's carbon emissions according to the [Climate Emergency Dashboard](#). Improving active transportation infrastructure like the **new bike lanes and new and improved crossings** in this project is a key tool to convert car trips to walking, biking, and transit trips and reduce Portland's carbon emissions.

Communities of color and low-income households are disproportionately impacted by traffic violence. Air pollution is worse in communities of color and low-income communities, frequently spurred by vehicle exhaust. Many of Portland's poorest community members and community members with disabilities can't afford or are unable to drive a car. Improving safety on our streets and comfort of getting around without a car supports PBOT's equity goals by disproportionately improving safety and mobility for people of color and community members living on a low income.

PBOT uses a tool called the [Equity Matrix](#) to determine geographic prioritization of projects. The PBOT Equity Matrix assigns a score (between 2 and 10) to every census tract using the demographic variables of race, ethnicity, and income. Race and ethnicity are combined for a rating on the index from 1 to 5. For the race and ethnicity score, the higher the percentage of residents who self-identified in the U.S. Census as people of color or Latinx (of any race) in a census tract, the higher the score. Income is also ranked from 1 to 5. The lower the median income in a census tract, the higher the score.

The Foster Road Streetscape Project spans seven census tracts with an average equity matrix score of 7.5.

CONCLUSIONS

The findings in this report suggest SE Foster Road now better serves people walking, biking, and rolling. The project achieved goals of improving safety with moderate and anticipated impact to traffic flow. There was a decrease in the number of crashes. Vehicle speeds, especially top-end speeding, substantially decreased. Many crosswalks were upgraded providing better, safer access for pedestrians, and bike lanes were added to the entire segment offering more options for how people travel. Transit and vehicle travel time increased moderately but in line with project estimates.

NEXT STEPS

Further Improvements and Modifications

The "Building a Better 82nd" project will add multimodal safety and accessibility improvements to SE 82nd Avenue and Foster Road. Anticipated completion date for the project is 2026. Unidentified and unfunded projects aim to address the bike lane gap on SE Foster Road as it approaches SE 82nd Avenue, pending feasibility.

Questions?

[PBOT's Vision Zero Contact](#)
visionzero@portlandoregon.gov

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APPENDIX - ANALYSIS METHODOLOGY

The Vision Zero evaluate webpage has an [Evaluation Methodology Appendix](#) that offers more details on how staff conduct evaluation analysis for crashes, speed, vehicle travel time, and active transportation improvements.

This appendix includes values used in the evaluation that are specific to the SE Foster Road Streetscape project.

Crashes

Based on the threshold analysis described in the methodology appendix, the following number of years of post-project crash data are needed for comparative analysis by crash category:

	Pre-project crash rate	Number of years
Deadly and serious injury crashes	2.6	3 years
Pedestrian crashes	3.2	3 years
Bicycle crashes	2.6	3 years

Given these thresholds, staff used **five years of pre-project crash data for the analysis.**

1.7 miles of this project are in District 3 and .4 miles are in district 1, therefore both District 3 and District 1 crash data is used for establishing the normalization coefficient in the comparative analysis. District values are weighted according to their share in the length of the corridor. The following values were used to calculate a relative change:

Citywide and district change for full corridor analysis (2013 - 2017 v 2019 - 2023)	Citywide Change	District 3 Change	District 1 Change	Average
Deadly & serious injury crashes	+34%	+28%	+39%	+32%
Pedestrian Crashes	-32%	-39%	-22%	-34%
Bike Crashes	-60%	-62%	-58%	-61%
Vision Zero Focus Crashes	-23%	-30%	-7%	-25%
All Crashes	-40%	-42%	-36%	-40%

Speed

This report used the following speed counts:

- SE Foster Road west of 69th Avenue: pre-project March 2014, post-project October 2024
- SE Foster Road west of Cora Ave: pre-project March 2014, post-project September 2024

This report used the following volume counts to measure diversion:

- SE Foster Road west of 69th Avenue: pre-project March 2014, post-project October 2024
- SE Foster Road west of Cora Ave: pre-project March 2014, post-project September 2024
- SE Powell Boulevard west of 54th Avenue: pre-project September 2010, post-project September 2024

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- SE Woodstock Boulevard west of 67th Avenue: pre-project January 2016, post-project September 2024
- SE 72nd Avenue north of Center Street: pre-project February 2016, post-project July 2019
- SE Holgate Boulevard west of 78th Avenue: pre-project May 2014, post-project June 2024
- SE Harold Ave west of 79th Avenue: pre-project August 2017, post-project April 2019

Below are the average changes in speed metrics along the entire project area split up by direction.

	Median Speed	Prevailing Speed	Over the speed limit* (%)	More than 10 mph over speed limit* (%)	More than 10 mph over speed limit* (#)
Eastbound	-12.7%	-12.3%	+107.9%	-82.0%	-21.2%
Westbound	-10.6%	-10.5%	+94.2%	-68.5%	-26%
Average	-11.7%	-11.4%	+101.1%	-75.3%	-23.6%

* The speed limit on SE Foster Road was decreased from 35 mph to 25 mph in 2019. This value is calculated using the newer speed limit.

Transit travel time and reliability

TriMet provided weekday trip time data for Line 14. The table below summarizes the average change for transit data in this project.

	Median travel time	Peak Delay	Variability	AM peak travel time (6-9 a.m.)	PM peak travel time (4-6 p.m.)
Eastbound	+12%	+15%	+3%	+10%	+20%
Westbound	+14%	+17%	+3%	+21%	+14%
Combined	+13%	+16%	+3%	+18%	+18%

Vehicle travel time

For this evaluation, staff used a minimum confidence score of 0 and a C-value of 0 for graphing and a confidence score of 20 and C-value of 50 for statistical analysis.

The table below summarizes travel time differences between 2018 and 2019.

Travel time summary table	Change in median travel time					
	All day (seconds)	All day (percent)	7-9 a.m. (seconds)	7-9 a.m. (percent)	4-6 p.m. (seconds)	4-6 p.m. (percent)
Eastbound	+51.3	+18.0%	+46.8	+17.1%	+154.4	+45.0%
Westbound	+43.7	+15.2%	+97.3	+31.9%	+53.0	+17.1%

Active transportation improvements

This project lies in the Powell/Creston pedestrian district from 52nd to 56th avenues, the Heart of Foster pedestrian district from 60th to 74th avenues, and the Lents pedestrian district from 79th to 89th avenues.