

Brief History of Foster Road

Foster Road is an important east-west street, a strategic route that began as a Native American trail. It became an alternative route of the Barlow Trail during the pioneer era, bringing settlers directly into Portland rather than down to Oregon City. Foster then became a well traveled farm-to-market route connecting to Powell Valley Road near the present-day 52nd Avenue and to the Willamette River and Portland.

In the 1930's, wide streets like Foster became the standard transportation model and served all functions - driving, parking, streetcars and pedestrians. Each sidewalk was 17 feet wide, based on Parisian standards. To this day, Foster still has a generous pedestrian corridor west of 82nd Avenue.

What are High Crash Safety Corridors?

- High crash safety corridors are roadways identified as having a higher incidence of fatalities and serious-injury traffic crashes than the citywide average for similar roadways.
- High crash corridor action plans typically utilize the “Three E” multidisciplinary approach to improving tools and solutions with Engineering, Education and Enforcement.
- The distinct advantage of high crash corridor safety plans is their ability to react to an identified crash problem in a short period of time.
- High crash safety corridor implementation is relatively inexpensive and dramatically impacts crash rates.
- Drivers are urged to pay extra attention and obey all traffic laws in high crash corridor areas.
- In many cases, high crash safety corridors are an intermediate step for development of more-permanent, long-term safety infrastructure improvements that require greater funding.

Why Focus on Foster Road as a High Crash Corridor?

- 2000 to 2009 crash data identified Foster Road as a City street with a high incidence of traffic crashes, injuries and fatalities.
- Historical traffic data shows 4% of Portland's arterials—high-volume major streets like Foster Road account for over 66% of Portland's pedestrian fatalities and 58% of Portland's serious pedestrian injuries.

Contact Wendy Cawley at the Portland Bureau of Transportation regarding the Foster Road High Crash Corridor Plan at wendy.cawley@portlandoregon.gov.

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SE Foster Road High Crash Corridor Safety Plan Fall 2011

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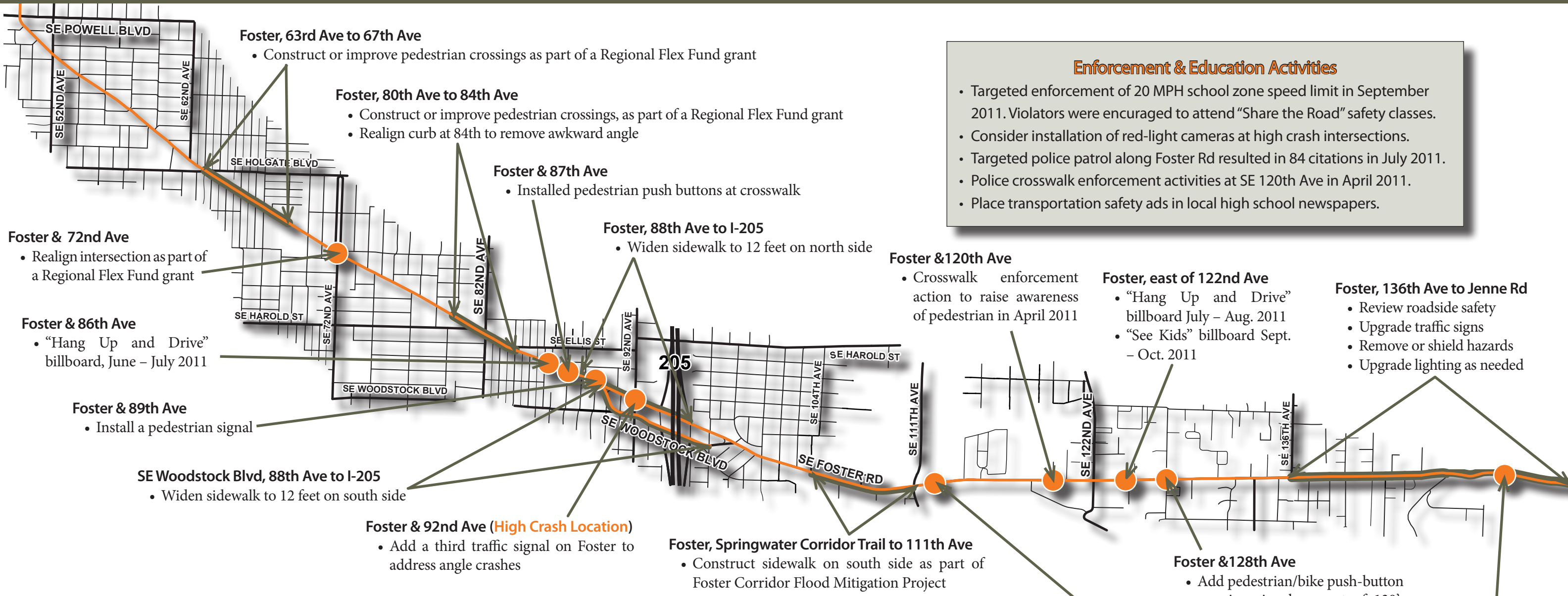


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SE Foster Road High Crash Corridor Safety Plan



Enforcement & Education Activities

- Targeted enforcement of 20 MPH school zone speed limit in September 2011. Violators were encouraged to attend "Share the Road" safety classes.
- Consider installation of red-light cameras at high crash intersections.
- Targeted police patrol along Foster Rd resulted in 84 citations in July 2011.
- Police crosswalk enforcement activities at SE 120th Ave in April 2011.
- Place transportation safety ads in local high school newspapers.

Key Findings on Foster Road

- Alcohol related crashes are higher in this corridor than the citywide average.
- Crashes caused by drivers disregarding traffic signals is about 60% higher than the citywide average. Signal disregard crashes are mostly classified as 'turning' or 'angle' crashes, which typically result in more injuries and deaths.
- 'Fixed object' and 'head-on' crashes east of 128th Ave are higher than the corridor average to the west, and significantly higher than the citywide average.
- Approximately 26% of the corridor lacks sidewalks or pedestrian amenities. The majority of missing sidewalk is located east of 136th Ave with no sidewalk facilities east of Barbara Welch Road.
- Foster Rd west of 90th Ave lacks bicycle facilities. However, all existing and proposed bicycle crossings on Foster occur at traffic signals.
- The average distance between pedestrian crossing improvements (signals or pedestrian islands) is 1,120 feet, or nearly ¼ mile.

Corridor-Wide Improvements

- Pedestrian countdown signals installed at all traffic signals.
- Construct or upgrade pedestrian ramps to meet Americans with Disabilities Act (ADA) standards.
- Plan to install new and larger street name signs along Foster Road corridor.