



Gresham

SE Division St. & SE 182nd Ave.



SE Division St. & SE 182nd Ave.—Gresham

The SE Division and SE182nd focus area is located in the City of Gresham. It is situated approximately two miles from the City of Gresham’s downtown and one mile from the City’s Rockwood Neighborhood. Within the focus area a variety of retail and service outlets are located along SE Division St. & SE 182nd Ave. Its concentration of destinations and close proximity to Gresham’s Downtown and the Rockwood Neighborhood, a center of attention for reinvestment in Gresham, makes this focus area a prime location for infrastructure investments that will improve a person’s ability to walk to transit stops and local destinations safely, directly, and comfortably.

Places to access locally by foot

If a person walks within this focus area, these are examples of the places he or she could walk to or from:

- Retail (e.g. Dollar Tree, Grocery Outlet, Volunteer of America Resale Outlet, Save-A-Lot, Dairy Queen, Dutch Bros. Coffee)
- Housing (Senior, Multi-Family, Single-Family)
- Multnomah County Rockwood Community Health Center Primary Care Clinic
- Places of Worship (Rockwood Adventist, Ascension Lutheran, Covenant Presbyterian, Church of Jesus Christ of Latter-Day Saints)
- Schools (Centennial High School and Middle School, Lunch Meadows Elementary School)
- Cascade Athletic Club and Vance Park
- United States Social Security Administration Office

Places to access regionally by transit

If a person boards a TriMet bus or train in this focus area, these are examples of the places he or she could travel to or from without making a transfer:

Gresham: Downtown Gresham, Mount Hood Community College

East Portland: Shopping and Service along Division St. (e.g. Walmart)

Portland: Downtown and Portland State University, Portland Community College (PCC) southeast campus, airport way employment area, cascade station

North Portland: Portland Community College, Shopping and Service along Williams, Mississippi and St. Johns.

Rose Quarter: Rose Garden Arena and Convention Center

Troutdale: Downtown Troutdale

Transit centers and MAX stations: Gresham Central Transit Center, 181st MAX Station

2040 growth concept centers: Central City, Gresham Regional Center, Rockwood Town Center

The table below shows, during an average week, how many people are getting on and off a bus at stops located at an intersection. We know every person who got on or off the bus had to walk or roll for some part of their trip to the bus stop. Therefore, when no other pedestrian count data is available, the total number of ons and offs can be used as a proxy for the *minimum* number of pedestrians walking around an intersection during an average week. Likewise, the table shows how many times the bus ramp or lift is deployed. The number of ramp/lift deployments is an indicator of the number of people needing an accessible walking environment, often because they are using a mobility device, stroller, or shopping cart.

Top 5 intersections with TriMet customer ons and offs

Transit stop locations - intersection	Transit line(s)	Weekly ons and offs at intersection	Monthly vehicle ramp/lift deployment at intersection
Division & 182nd	4,82	2,136	55
Division & 174th	4	1,769	117
Division & 176th	4	757	28
Division & 179th	4	480	0
Division 3100 Block	4	300	1

Observed behavior

1. People walking along the south side of SE Division St., east of SE 190th Ave., on the grass, where there are no sidewalks.
2. Students going to Centennial Middle School and senior citizens accessing the bus stop at SE 182nd Ave. & SE Division St., crossing the intersection, where crossings are long, curb cuts are not available on every corner, and pedestrians must be on the watch for motor vehicles making permitted right turns on red. There are 2,136 people getting on or off a bus at this intersection every week. Most of them likely have to walk across this intersection.
3. People crossing mid-block at unmarked intersections along Division St., particularly in the stretch between SE 174th Ave. and SE 182nd Ave.
4. Many people waiting for the bus, without a place to sit, at the westbound, Line 4 Division bus stop located just east of SE 174th Ave.
5. People stepping off the sidewalk into the roadway, to find a clear pathway, due to overgrown landscaping on the north side of SE Division St., east of SE 190th Ave.

SE Division St. & SE 182nd Ave.—pedestrian and transit needs

Needs help

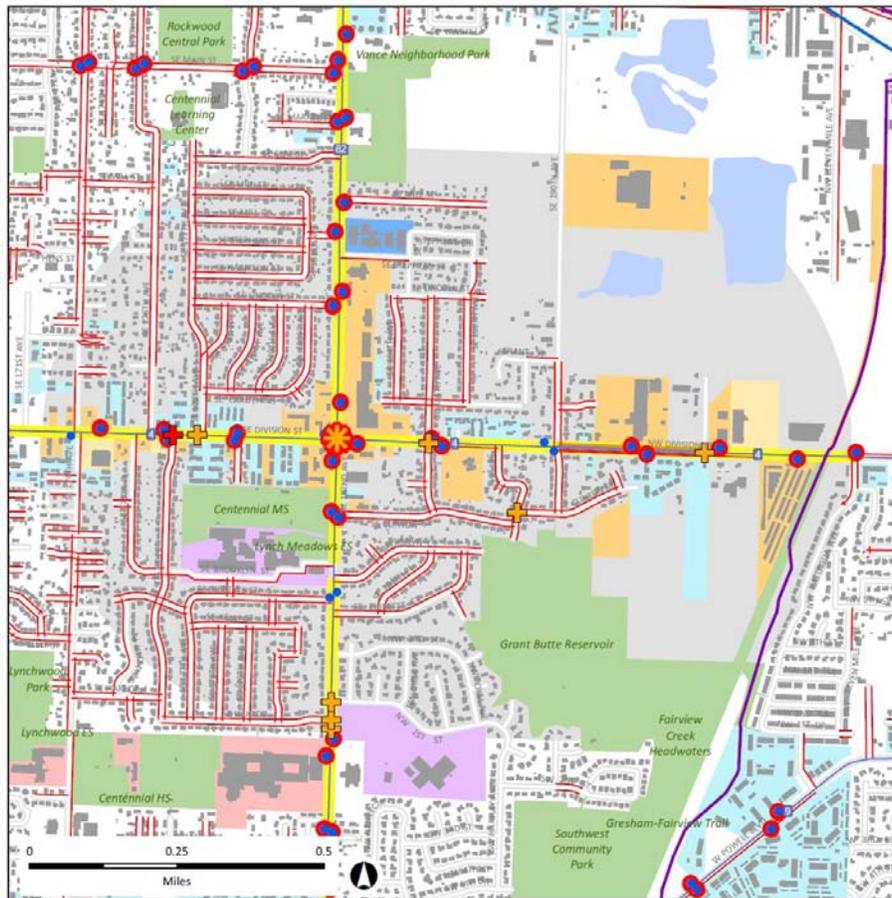


SE Division St & SE 190th Ave., near bus Stop ID 1433

Something positive to build from



SE Division St, between SE 174th Av and 175th, near bus Stop ID 1422



C: Maher - 1 July 2012 - Focus_Area_Existing_Cond_B.5x11.mxd

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|---|--|---|---|---|----------------------|
|  | Conflict at crossing with turning vehicles |  | TriMet stops |  | Multi-family housing |
|  | Fatality or serious injury bike/ped crash |  | Stops >150' from marked crosswalk |  | Senior housing |
|  | Injury bike/ped crash |  | Minimal buffer between sidewalk and traffic |  | Pre-to-middle school |
|  | No buffer between sidewalk and traffic |  | Sidewalk gaps |  | High school |
|  | Sidewalk gaps |  | |  | Library |
| | |  | TriMet bus lines |  | Health clinic |
| | |  | Existing multi-use path |  | Grocery store |
| | |  | Proposed multi-use path |  | Commercial: other |
| | |  | Focus area boundary | | |
| | |  | Parks and open space | | |

Five actions to take to make the area safer, easier, and comfortable to walk

- 1.** Build sidewalks that are at least 10 ft. wide along the south side of SE Division St., where there are none and widen existing sidewalk corridors all along SE Division St., so there is landscaped buffer between pedestrians and the motor vehicles. The minimum sidewalk corridor width for a busy road like this should be 10 ft., including a landscaped buffer, but wider is better, preferably 14 ft.
- 2.** Install ADA accessible curb cuts on all corners, shorten crossing distances, make crosswalks more visible, and provide more time for pedestrians to cross at the intersection of SE Division St. and SE 182nd Ave. All signals should, at a minimum, be timed so people have one second to walk 3.5 ft. Given the intersection's proximity to a school, a more appropriate time would be one second for every 2.5 ft. to allow for children and senior citizens, who tend to walk more slowly, to cross comfortably under the protection of the walk phase. Consider other signal treatments like leading pedestrian phases, automatic recall for pedestrian actuated signals, and right turn on red restriction. Curb radius reduction and crossing island treatments should also be considered to shorten crossing distances.
- 3.** Provide additional, frequent, and protected pedestrian crossings along SE Division St. At a minimum, protected crossings should be provided every 530 ft. to allow people to cross the street frequently in a safe manner. Consider treatments like medians with pedestrian refuges, and pedestrian warning signs, like Rectangular Rapid-Flashing Beacons (RRFBs) to assist people with crossing the street. In particular consider a mid-block crossing between the two signalized intersections of 174th Ave. & 182nd Ave., near SE 179th Ave. to provide access to Centennial Middle School.
- 4.** Provide a shelter at the bus stop located at the intersection of SE 174th Ave. & SE Division St., serving the westbound Line 4-Division bus route (ID 1422). The stop has 35 average boardings each weekday and 66 lift or ramp deployments at the stop each month.
- 5.** Enforce landscaping codes along SE Division St., where shrubbery is overgrown, preventing a clear 5 ft. pathway along the sidewalk. Re-grade driveways to make the entire length of the sidewalk corridor ADA accessible and provide curb cuts at intersections along SE Division St. where they are missing.