



Portland

SE Division St. & SE 122nd Ave.



SE Division St. & SE 122nd Ave.—Portland

The SE Division St. & SE 122nd Ave. focus area is located in the City of Portland. It is situated approximately seven miles from the City of Portland's downtown, five miles from City of Gresham's downtown, and three miles from Portland's Gateway Regional Center. Light rail and bus connections converge nearby at the MAX Green Line Division St. Station and the MAX Blue Line E 122nd Ave Station. Within the focus area a variety of retail and service providers are located along SE 122nd Ave. & SE Division St. The high existing transit ridership in this area combined with the mix of land uses makes this focus area a good 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. Albertsons, Safeway, Starbucks, Walgreens)
- Housing (multi-family and single-family)
- Schools (South Powellhurst Middle School, West Powellhurst Elementary, and Mill Park Elementary)
- Parks (West Powellhurst Park and Mill Park)
- Multnomah County Mid County Health Center Primary Care Clinic

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:

Clackamas: Clackamas Town Center Mall

Gresham: Downtown Gresham

Portland: Downtown Portland, Rose Quarter, and North Portland,

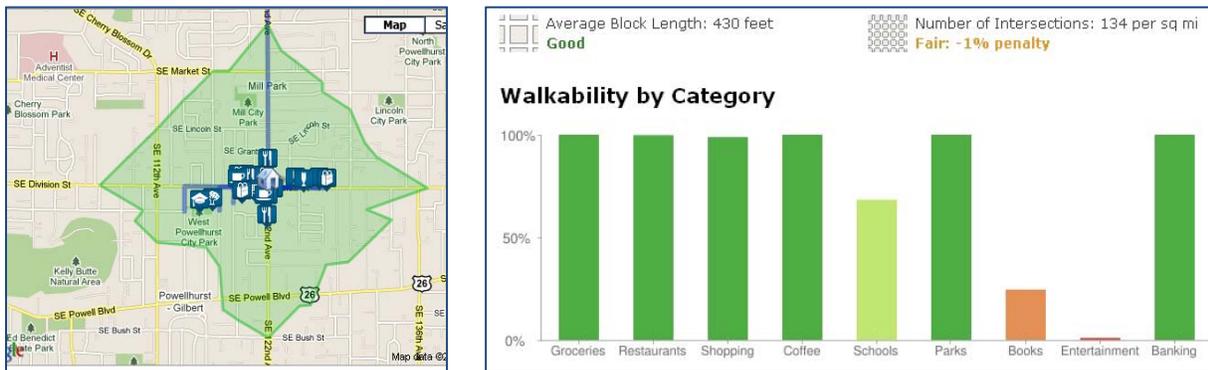
Transit centers and MAX stations: Parkrose/Sumner Transit Center, Clackamas Town Center Transit Center, Gresham Central Transit Center, Lents/SE Foster Rd MAX Station, NE 60th Ave MAX Station

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

15 minutes by walking

The map below displays the area a person can walk to, from the intersection of SE Division St. & SE 122nd Ave., within 15 minutes, using the street network. It was created using the website walkscore.com. Additional information about Walkscore's beta street smart feature can be found on their website. As noted earlier, Walkscore has limitations. It cannot rate the quality of a walking environment. For example, it does not know whether a sidewalk is missing or an intersection is dangerous to cross. The "observed behavior" section of this report begins to assess the focus area from a more qualitative, user experience perspective.

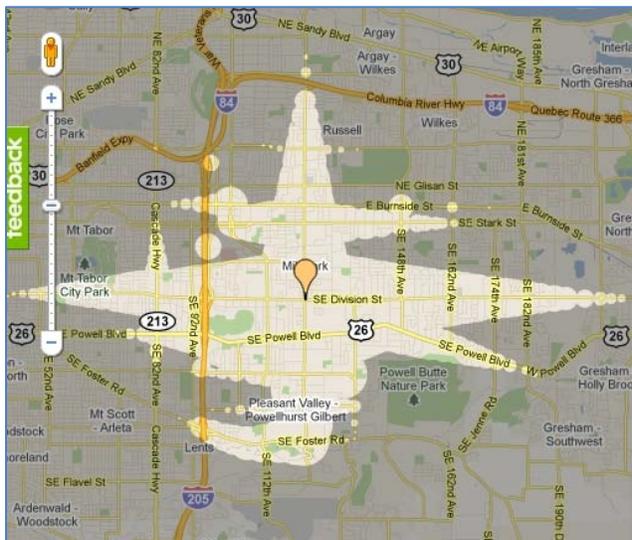
Walk shed map: score 86 out of 100—very walkable—most errands can be accomplished on foot



Source: walkscore.com (beta street smart feature)

15 minutes by Transit

The map below displays the area a person can travel to within 15 minutes, using TriMet transit service, from the intersection of SE Division St. & SE 122nd Ave. It was created using the website mapnificent.net, and assumes the person is starting travel at 9 a.m. on a weekday.



Source: mapnificent.net

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 & 122nd	4,71	8,925	266
Powell & 122nd	9,71	5,401	156
Division & 130th	4	1,681	35
Division & 124th	4	1,584	18
Division & 119th	4	1,481	49

Observed behavior

1. Many people crossing the street on foot and motor vehicles turning at the intersection of SE 122nd Ave. & SE Powell Blvd. There are 5,401 people getting on or off a bus at this intersection every week. Most of them likely have to walk across this intersection.
2. Many people crossing the street on foot and motor vehicles turning at the intersection of SE122nd Ave. & SE Division St. There are 8,925 people getting on or off a bus at this intersection every week. Most of them likely have to walk across this intersection.
3. People walking in the roadway, or on the shoulder of the road, along SE Powell Blvd. where no sidewalks are present. The posted speed limit on SE Powell Blvd. is 35 mph.
4. People crossing mid-block, or at unprotected intersections, along SE Division St. and SE 122nd Ave.
5. People walking on curb tight sidewalks along SE Division St., where there is no landscaped buffer and the on-street parking, which is supposed to provide a buffer between pedestrians and traffic, is going unused.

SE Division St. & SE 122nd Ave.—pedestrian and transit needs

Needs help

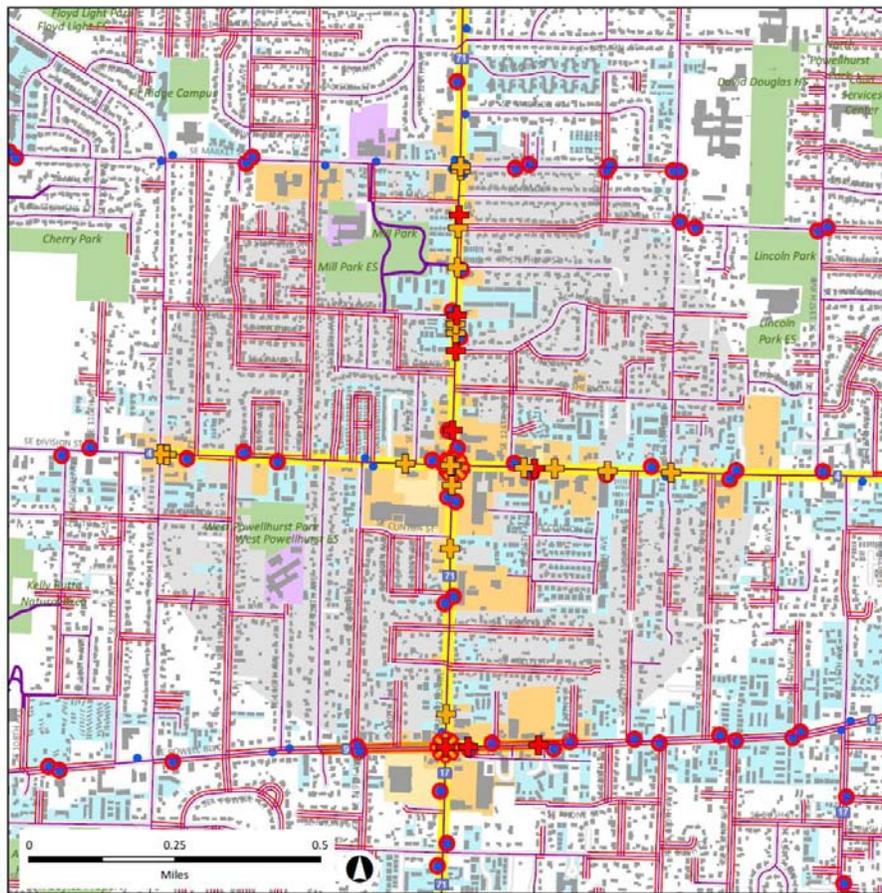


SE Powell Blvd. and SE122nd Ave., near bus Stop ID 4572

Something positive to build from



SE Division St. & SE129th Ave, near bus Stop ID1308



C. Maher - 1 July 2012 - Focus_Area_Existing_Cond_8.5x11.mxd

- | | | | | | |
|--|---|--|-----------------------------------|--|----------------------|
| | 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 | | TriMet bus lines | | Pre-to-middle school |
| | Minimal buffer between sidewalk and traffic | | Existing multi-use path | | High school |
| | No buffer between sidewalk and traffic | | Proposed multi-use path | | Library |
| | Sidewalk gaps | | Focus area boundary | | Health clinic |
| | | | Parks and open space | | Grocery store |
| | | | | | Commercial: other |

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

- 1.** Shorten crossing distances, make crosswalks more visible, and provide more time for pedestrians to cross at the intersection SE Division St. & SE 122nd Ave. Consider other signal treatments like leading pedestrian phases, automatic recall for pedestrian actuated signals, and right turn on red restrictions. Curb radius reduction, curb extension, and crossing island treatments should also be considered to shorten crossing distances.
- 2.** Shorten crossing distances, make crosswalks more visible, and provide more time for pedestrians to cross at the intersection SE Powell Blvd. & SE 122nd Ave. Consider other signal treatments like leading pedestrian phases, automatic recall for pedestrian actuated signals, and right turn on red restrictions. Curb radius reduction, curb extension, and crossing island treatments should also be considered to shorten crossing distances.
- 3.** Build sidewalks that are at least 10 ft. wide along SE Powell Blvd., where there are none, and widen existing sidewalk corridors all along SE Powell Blvd., 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.
- 4.** Provide additional, frequent, and protected pedestrian crossings along SE Division St. & SE 122nd Ave. At a minimum, protected crossings should be provided every 530 ft. Consider treatments like medians with pedestrian refuges, and pedestrian warning signs, like Rectangular Rapid-Flashing Beacons (RRFBs) to assist people with crossing the street.
- 5.** Widen existing sidewalk corridors all along SE Division St. & SE 122nd Ave., 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.