



Portland

SE Powell Blvd. & SE 82nd Ave.



SE Powell Blvd. & SE 82nd Ave.—Portland

The SE Powell Blvd. & SE 82nd Ave. focus area is located in the City of Portland. It is situated approximately six miles from the City of Portland’s downtown, seven miles from City of Gresham’s Downtown, and 2.5 miles from Portland’s Gateway Regional Center. Light rail and bus connections converge nearby at the MAX Green Line Powell St. Station and the MAX Red/Blue Line 82nd Ave. Station. Within the focus area a variety of retail and service providers are located along SE 82nd Ave. and SE Powell Blvd. 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. Eastport Plaza, WalMart, Food 4 Less, Goodwill Superstore, Fubonn Supermarket, Columbia Medical Clinic)
- Housing (senior, multi-family, single-family)
- Health Centers (e.g. Rosewood Family Health Center)
- Multnomah County Library—Hogate Branch
- Schools (Marysville Elementary School)
- Parks (Essex Park, Lents Park, Multnomah Park Cemetery)

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:

Portland: Downtown Portland, North Portland, Southeast Portland,

Clackamas Regional Center: Clackamas Town Center Mall

Gresham: Downtown Gresham

Transit centers and MAX stations: Gateway/NE 99th Ave Transit Center, Clackamas Town Center Transit Center, Hollywood/NE 42nd Ave Transit Center, Rose Quarter Transit Center, Gresham Central Transit Center, NE 82nd Ave MAX Station, all stations along the MAX Green Line

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

15 minutes by walking

The map below displays the area a person can walk to, from the intersection of SE 82nd Ave. & SE Powell Blvd., 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 91 out of 100—very walkable—daily errands do not require a car



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 82nd Ave. & SE Powell Blvd. 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
82nd & Division	4,72	17,953	401
82nd & Powell	9,72	17,782	379
82nd & Holgate	72,17	8,771	238
Powell MAX Station	Green Line	6,326	Not available
82nd & Boise	72	3,084	113

Observed behavior

1. Many people crossing the street on foot and cars turning at the intersection of SE 82nd Ave. & SE Powell Blvd. In addition, motor vehicles were observed running red lights at this intersection, mostly on left turns. There are 17,782 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 cars turning at the intersections of SE 82nd Ave. & SE Division St. and SE 82nd Ave. & SE Holgate Blvd. There are 17,953 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 along the side of the road on SE Powell Blvd, east of I-205, where the sidewalk ends. The posted speed limit on SE Powell Blvd is 35 mph.
4. Motor vehicles not stopping for people trying to cross SE Powell Blvd. at mid-block crossings and people crossing outside of marked mid-block crossings. Also, elderly residents crossing SE Powell Blvd. at SE 84th Ave., near Kirkland Manor, to reach Westbound, Line 9 stop. There are no crosswalk or pedestrian facilities at this intersection.
5. People walking on curb tight sidewalks along SE 82nd Ave., where there is no landscaped buffer between pedestrians and traffic.

SE Powell Blvd. & SE 82nd Ave.—pedestrian and transit needs

Needs help

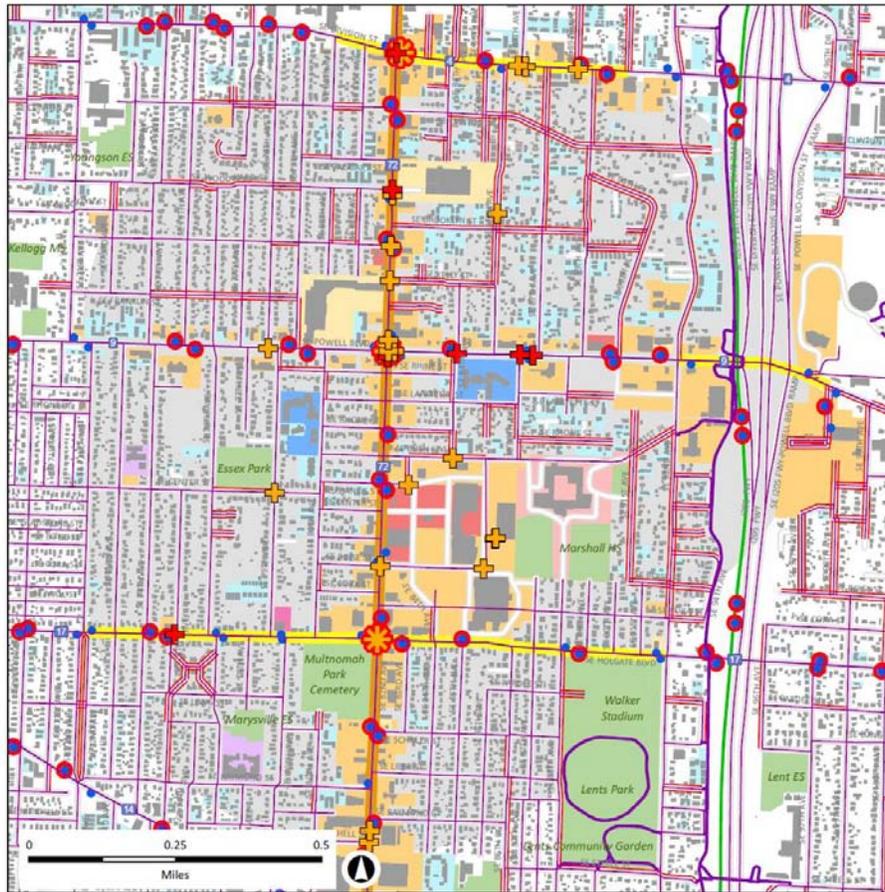


SE Division St. & SE 82nd Ave., near Stop IDs 1497 and 7957

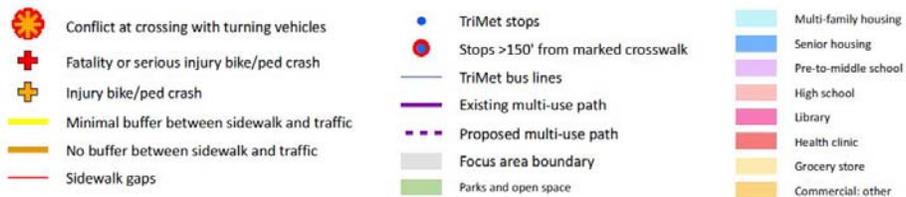
Something positive to build from



SE Holgate Blvd. & SE 85th Ave., near WalMart, Stop ID 10593



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



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 of SE Powell Blvd. & SE 82nd 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 senior centers and retail, a more appropriate time would be one second for every 2.5 ft. to allow children and senior citizens, who tend to walk more slowly, more time to cross the street 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 restrictions. Curb radius reduction, curb extension, and crossing island treatments should also be considered to shorten crossing distances. Red light cameras could help prevent people running red lights.
- 2.** Shorten crossing distances, make crosswalks more visible, and provide more time for pedestrians to cross at the intersections of SE Division St. & SE 82nd Ave. and SE Holgate Blvd. & SE 82nd. All signals should, at a minimum, be timed so people have one second to walk 3.5 ft. Given the intersection's proximity to senior centers and schools, a more appropriate time would be one second for every 2.5 ft. to allow children and senior citizens, who tend to walk more slowly, more time to cross the street 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 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.** Install additional pedestrian warning systems at mid-block crossings along SE Powell Blvd. Consider treatments like Rectangular Rapid-Flashing Beacons (RRFBs) to provide more visibility to drivers and assist pedestrians with crossing the street.
- 5.** Build sidewalks that are at least 10 ft. wide along SE 82nd Ave, where there are none, and widen existing sidewalk corridors all along SE 82nd 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.