

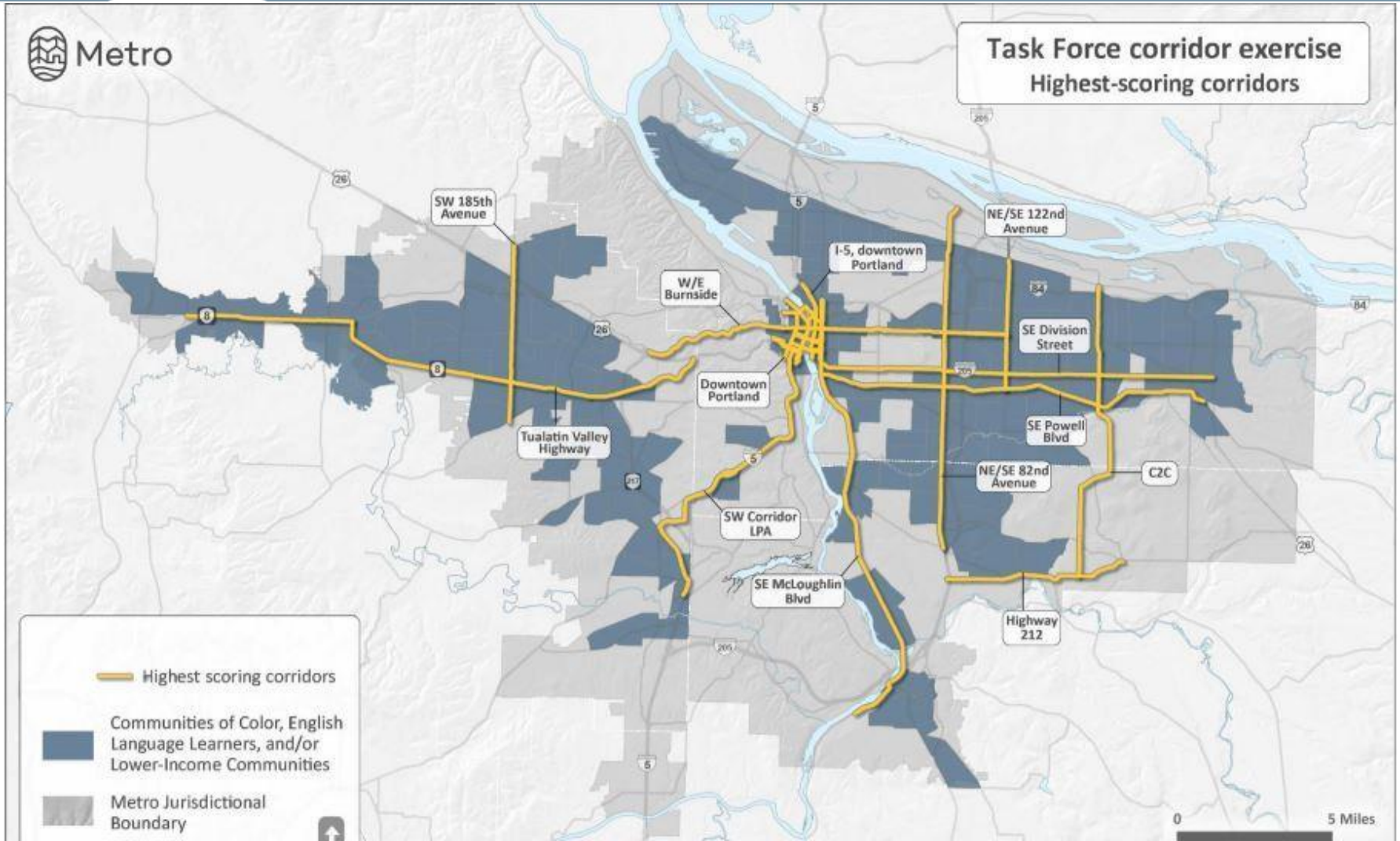


# Local Investment Team (LIT) Corridor Tours: Powell Boulevard

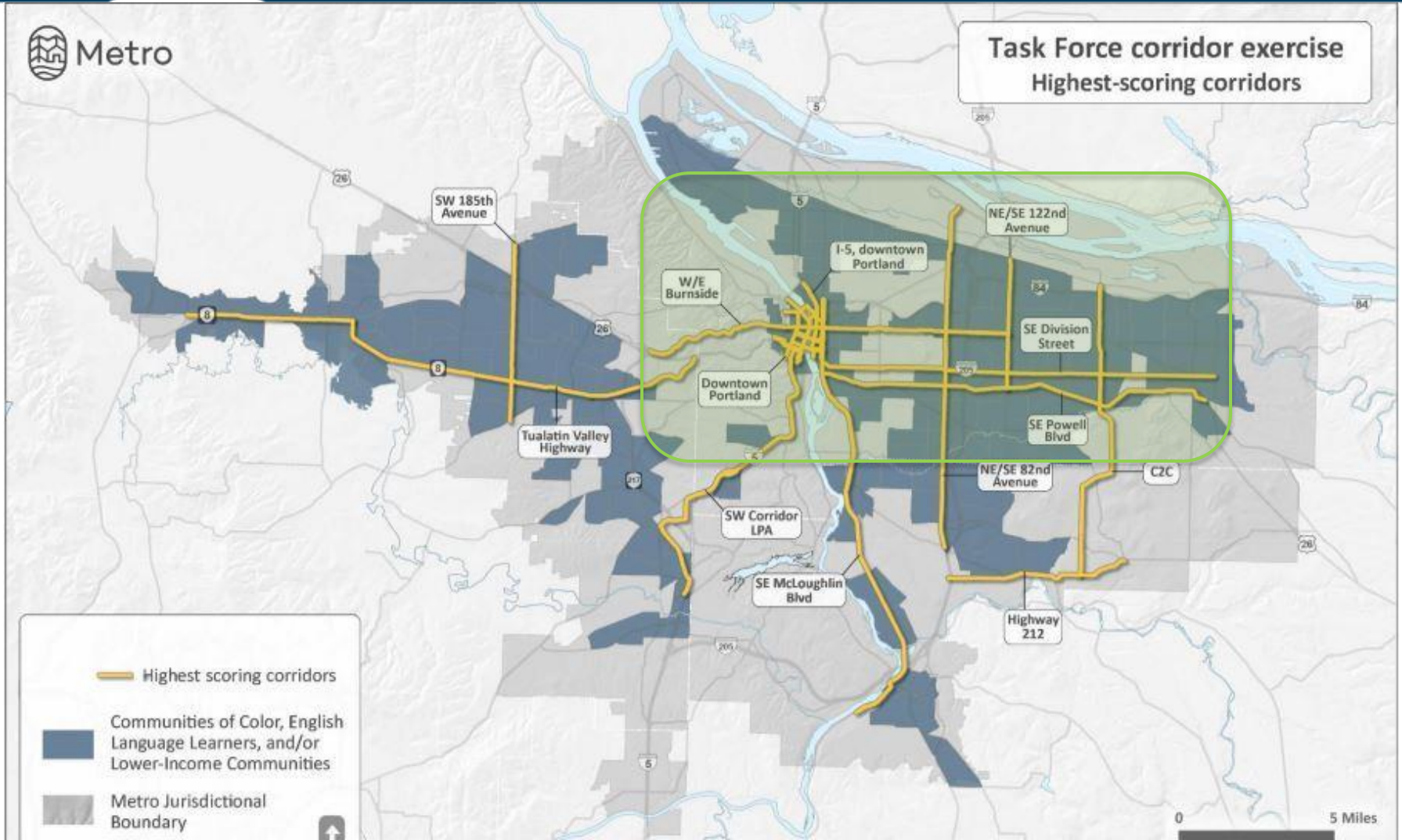
Multnomah County  
July 25, 2019



# Task Force Corridors of Interest



# Local Investment Team – Multnomah County



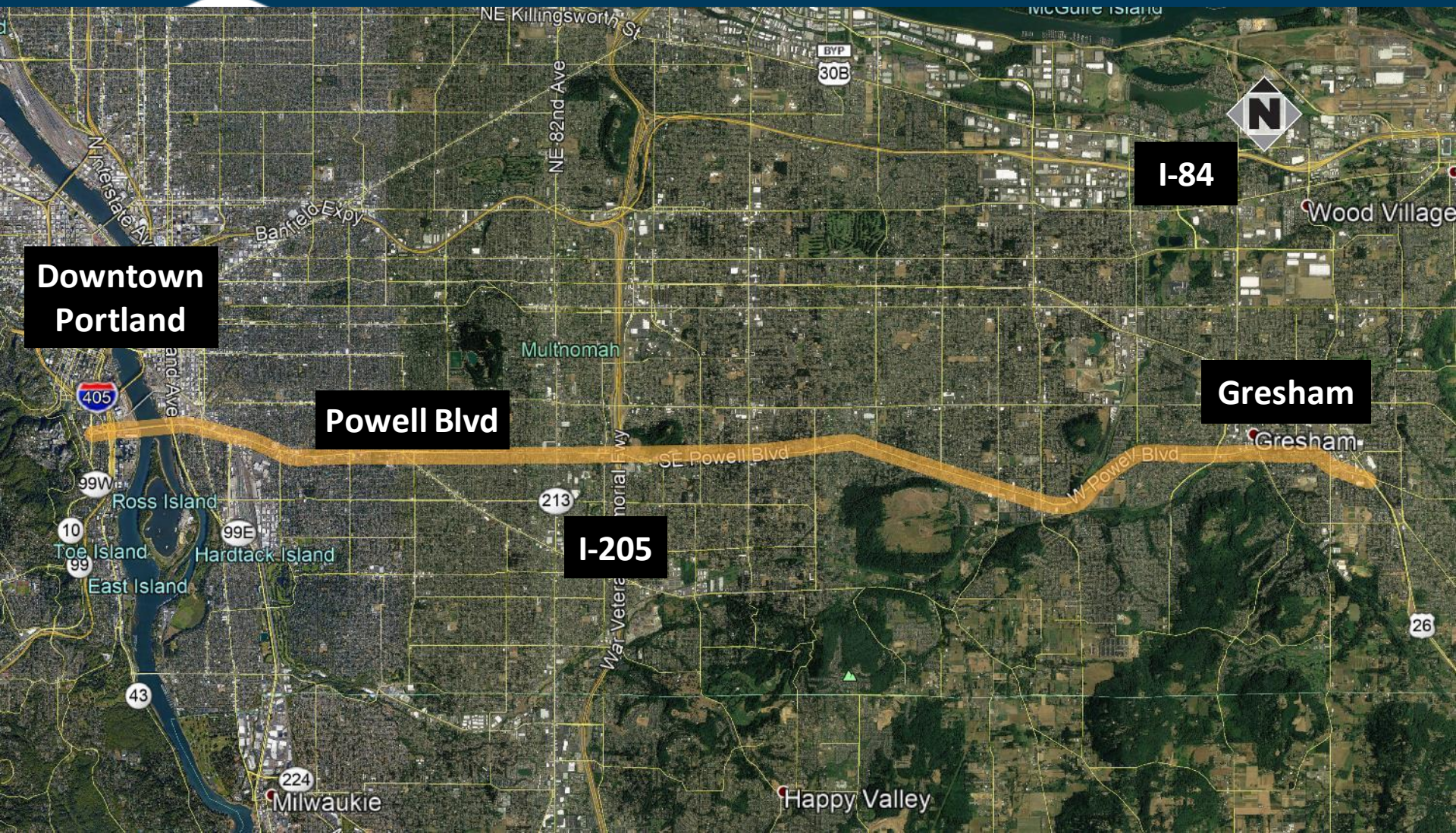
**Powell Boulevard**

# Presentation Outline

- Corridor overview
  - Regional, local, safety
- Projects/opportunities
- Tour follow-up



# Powell Boulevard (Willamette River to Burnside Rd)





# Regional Role:

- Links west side to east county for all modes including freight
- Connects historically underserved communities
- TriMet identifies Powell as a key corridor to increase ridership including eventual High Capacity Transit (HCT)

# Local Role:

- Main street for numerous formal and informal commercial centers
- Provides access to and between numerous community areas
- Provides local access and circulation to residential and commercial areas
- Transit access to a diverse range of communities





# Presentation Outline

- Corridor overview
  - Regional, local, safety
- **Projects/opportunities**
- Tour follow-up



# Regional Transportation Plan (RTP) Projects

- Inner Powell: signal and crossing improvements for pedestrians and bikes, median island with trees, redesign select intersections for ped/bike safety and stormwater treatments
- Outer Powell: widen to 3-4 lanes with sidewalks, buffered bike lanes, improve safety and access to transit
- Gresham: improve intersections with 182<sup>nd</sup> and Eastman, adding turn lanes and supporting transit. Eliminate left turns at intersection with Burnside
- RTP Transit Strategy, High Capacity Transit (HCT) Plan

# Current Local Opportunities: Gresham

- Added N/S left turn lanes at intersection with 182<sup>nd</sup>/Highland **\$3-5M**
- Added northbound lane at Hogan **\$6-8M**
- Two-way bikeway on north side of Powell from Main to 1<sup>st</sup> **\$3M**





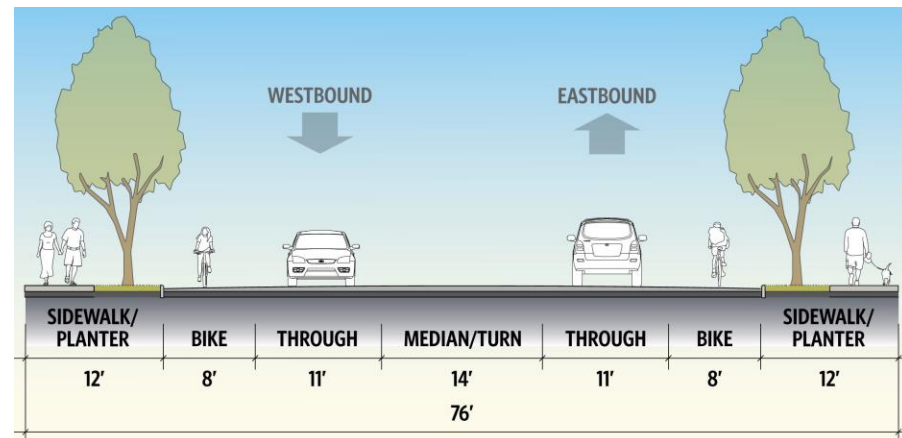
# Bidirectional Bike Lane Example



# Current Local Opportunities: Outer Powell

- Funded project: adding center turn lane, sidewalks, bicycle facilities, and drainage
- Construction for 122<sup>nd</sup> Ave – 136<sup>th</sup> Ave will be complete in 2020
- Phase 2 (99<sup>th</sup> –174<sup>th</sup> Ave) will continue these improvements
- Corridor will transfer to PBOT upon completion

**\$110M  
(funded)**



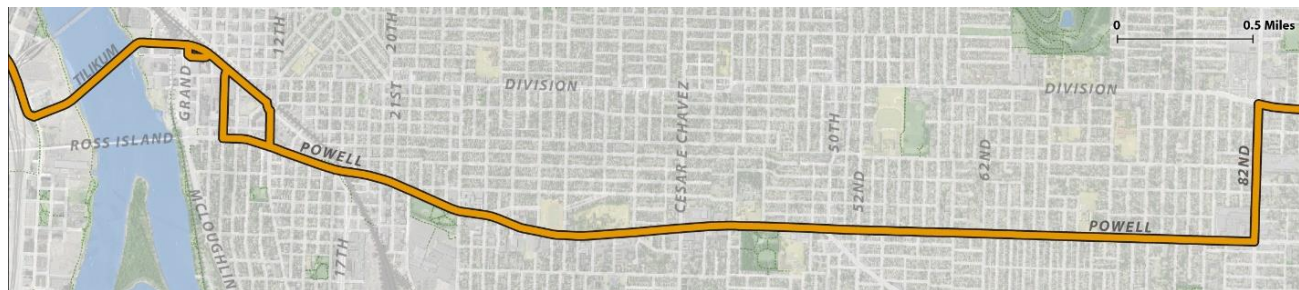


# Current Local Opportunities: Inner Powell

- Ongoing: ODOT state of good repair study (ADA improvements, utilities, signals, pavement quality, crossings) for SE 9<sup>th</sup> Ave–SE 99<sup>th</sup> Ave **tbd**
- Funded: Improved neighborhood access to transit (crossings at 47<sup>th</sup>, 57<sup>th</sup>, 61<sup>st</sup>, 79<sup>th</sup>) **\$2M (funded)**
- Completed: Safety and crossings at 21<sup>st</sup>, 24<sup>th</sup>, 26<sup>th</sup>, 28<sup>th</sup>, 31<sup>st</sup>, 34<sup>th</sup>, and 36<sup>th</sup> **\$4M (completed)**

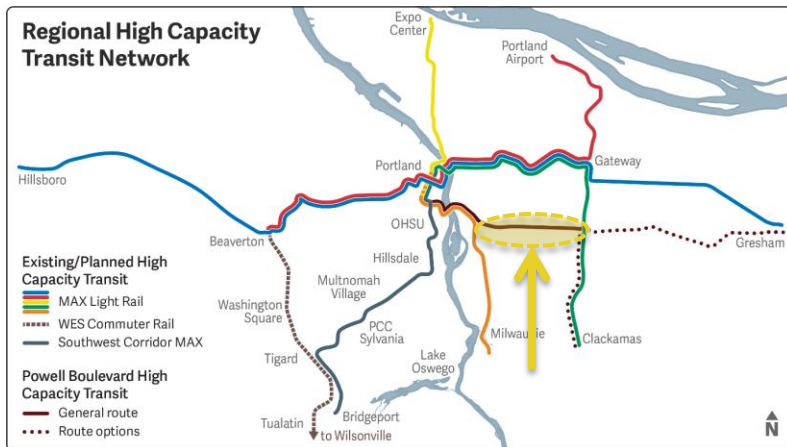
# Current Local Opportunities: Transit

- Inner Powell
  - Minor transit enhancements were studied on Inner Powell and found to be expensive and ineffective
  - Powell-Division BRT project concluded that an effective project could not be done *without elevating or tunneling* in Inner Powell
  - Too much traffic, space is too constrained



# Transit – Requires Major Investment

- A large investment is needed to serve Inner Powell
  - high ridership potential for LRT or BRT
  - Constrained environment requires elevated or tunnel
  - Planning needed to identify mode, terminus, design, environmental impact study (EIS): **\$15M**



A major investment would be needed to work on Inner Powell.





# Pedestrian Crossing Treatments

- Rectangular rapid-flash beacon (RRFB)



# Pedestrian Crossing Treatments

- Pedestrian hybrid beacon (PHB)



# Pedestrian Crossing Treatments

- Half-signal or midblock signal





# Powell Boulevard (Western Portion) (Willamette River to 82<sup>nd</sup> Ave)



Ross Island Bridge

Cleveland High School

Powell Blvd

82<sup>nd</sup> Ave

Crossings

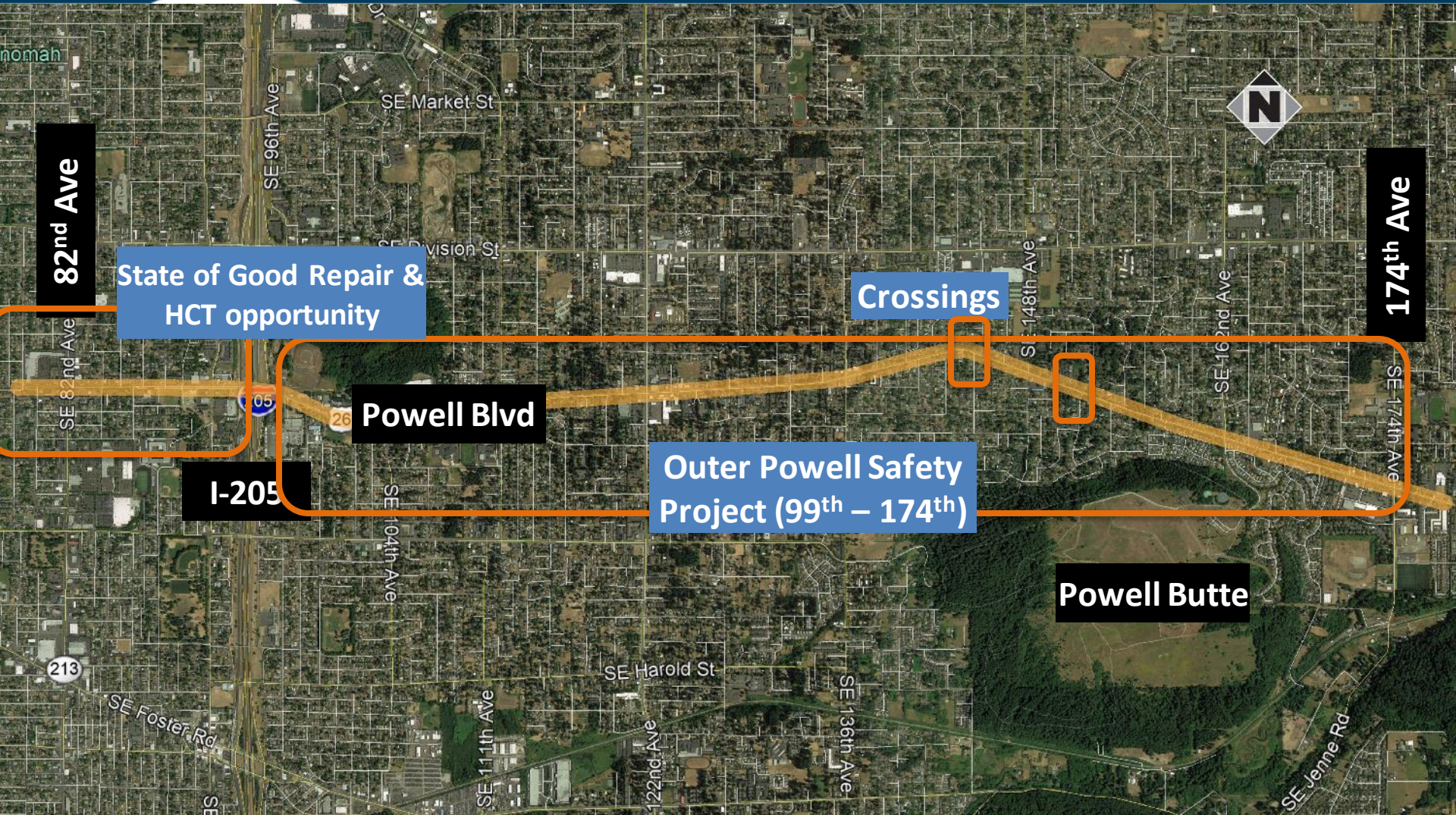
Crossings

State of Good Repair & HCT opportunity

Foster Rd



# Powell Boulevard (Central Portion) (82<sup>nd</sup> Ave to 174<sup>th</sup> Ave)



State of Good Repair & HCT opportunity

Crossings

Powell Blvd

I-205

Outer Powell Safety Project (99<sup>th</sup> - 174<sup>th</sup>)

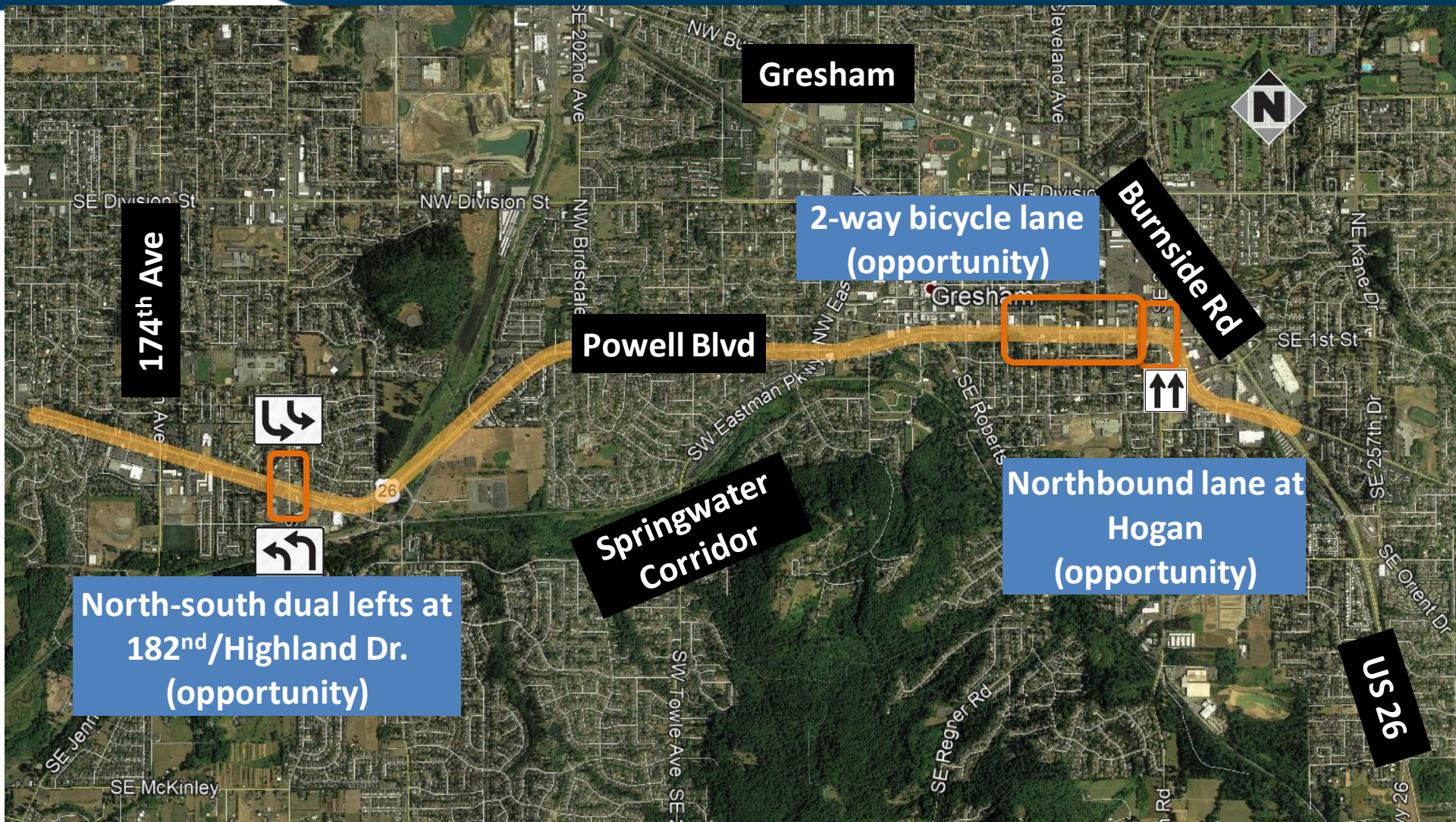
Powell Butte

82<sup>nd</sup> Ave

174<sup>th</sup> Ave



# Powell Boulevard – Eastern Portion (174<sup>th</sup> Ave to Burnside Blvd)



Gresham



174<sup>th</sup> Ave

2-way bicycle lane  
(opportunity)

Burnside Rd

Powell Blvd



North-south dual lefts at  
182<sup>nd</sup>/Highland Dr.  
(opportunity)

Springwater  
Corridor

Northbound lane at  
Hogan  
(opportunity)

US 26



# Identified Issues and Opportunities:

- Safety issues throughout corridor
- Intersection projects at major intersections in Gresham, including signal enhancements and redesigns
- Ongoing multimodal project along Outer Powell including transit, pedestrian, and bicycle facilities
- Pedestrian crossing enhancements
- Major transit investment study opportunity

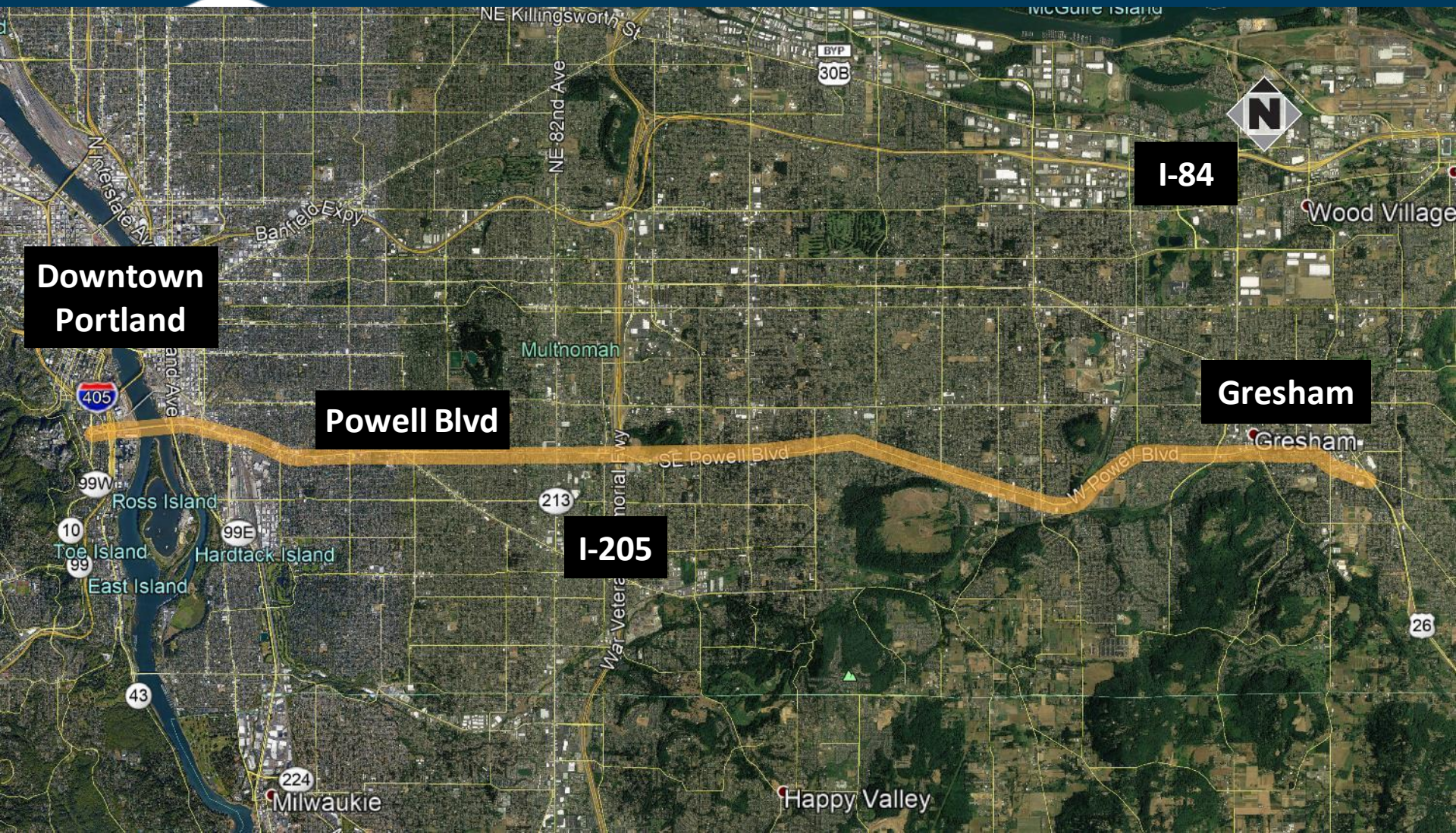
# Other Projects or Opportunities?

# Presentation Outline

- Corridor overview
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# What else did you notice on the tour?





# Key Questions and Considerations

- Should we focus on long-term planning or short-term needs?
- What investment needs are missing?

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[getmoving2020.org](http://getmoving2020.org)

