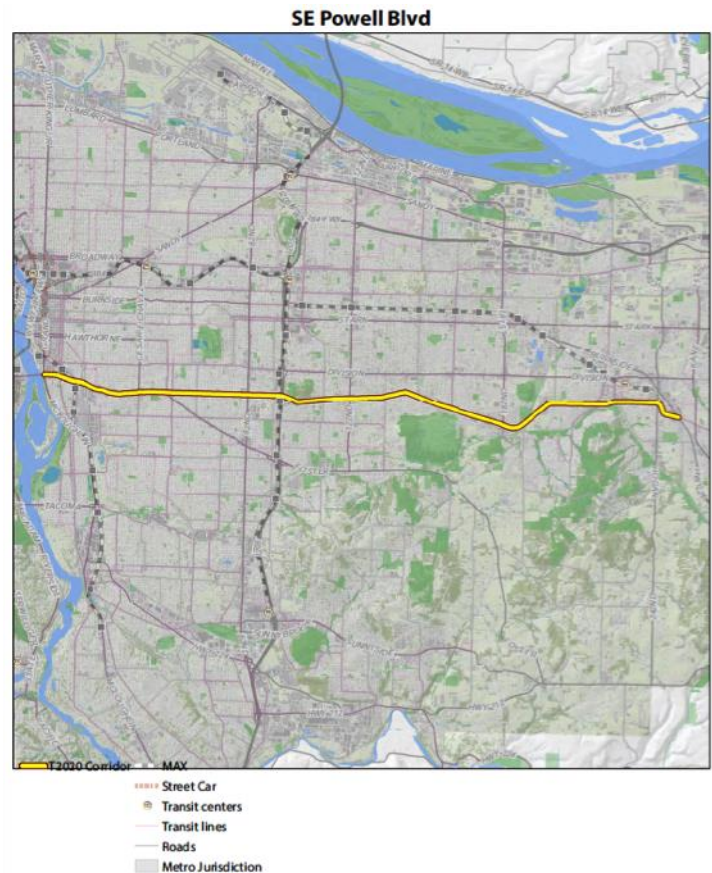


SE Powell Blvd

Vision: A complete corridor that better supports people who rely on transit and that is safe for people walking and biking.

- SE Powell Blvd runs from the Ross Island Bridge to Gresham, connecting several historically underserved communities whose residents depend on transit.
- TriMet identifies Powell as a key corridor to increase transit ridership as a high crash corridor. Powell has the most potential for high capacity transit ridership of any remaining corridor in the HCT plan outside of the Central City.
- The investment measure could fund planning to determine what a major transit investment along Powell would look like.



Powell Blvd

Involved Agencies: Portland, Gresham, ODOT, TriMet

Values Evaluation

Needs relate to Traffic, Congestion, Safety, Transit, Equity, Affordability, and Emissions

Themes Identified

- Ongoing ODOT projects for safety: Outer Powell and Inner Powell
- Inner Powell: safety for all modes, especially pedestrian safety and crossings, lighting
- Inner Powell: Minor transit enhancements were explored but found to be ineffective and higher cost
- Gresham: Increase capacity at 182nd and Hogan intersections, add bikeway connection from downtown to East Gresham neighborhoods

Gresham segment	Status	Cost
Add north-south left-turn lanes at 182nd/Highland	Opportunity: To address future growth in Pleasant Valley area	\$3-5M
Add northbound lane at Hogan	Opportunity: Existing capacity need	\$6-8M
Add 2-way bikeway to Powell from Main to 1st	Opportunity: Connects downtown bikeway to neighborhood bikeways	\$3M
Outer Powell	Status	Cost
Outer Powell Safety Project: 99th – 174th	Funded: Phase 1 is under construction from 122nd to 136th	\$110M (funded)
Inner Powell	Status	Cost
Powell Boulevard Safety Project	Completed	\$4M (completed)
Safety & Access to Transit	Funded, construction in 2020	\$2M (funded)
State of Good Repair	Ongoing: ODOT looking at costs to address ADA, signals, pavement, crossings, utilities. Due to legislature Jan. 2020.	tbd
Lower-cost Transit Enhancements	Not a realistic opportunity: costs are high and benefits are limited; larger investment needed	n/a
High Capacity Transit planning	Opportunity: Corridor warrants a large transit investment, i.e. BRT or LRT. Planning needed.	\$15M



POWELL BLVD. TRANSIT CORRIDOR



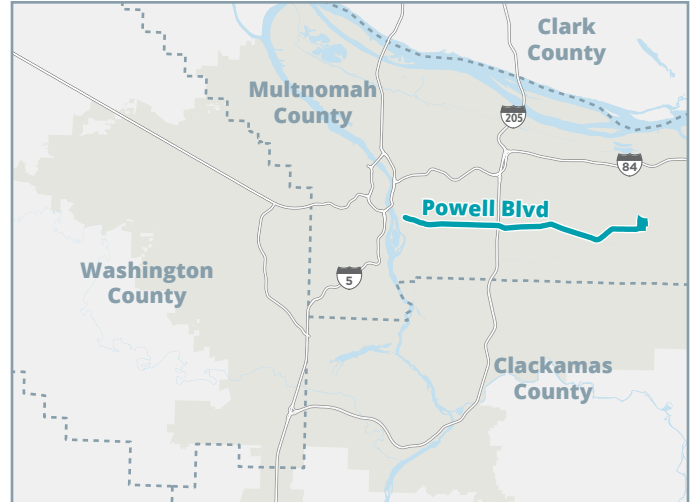
SE Milwaukie Ave. to Gresham Transit Center

Powell Boulevard is served by Line 9, which has the fifth highest ridership in TriMet's bus system. It was identified as one of the two highest priority High Capacity Transit needs in the Portland metropolitan region in Metro's 2014 Regional Transportation Plan.

Project: A portion of the Powell Corridor was studied as part of the Division Transit Project. However, improvements needed on this corridor warrant a larger High Capacity Transit solution.

Project length: 7.7 Miles

Roadway ownership: ODOT (within Portland); City of Gresham (west city limit to Burnside)



9,150 people
travel by transit
through the corridor
each day



Every day, passengers
experience a
combined
840 hours
of delay



66% of jobs
along Powell
Blvd. are low to
moderate wage jobs,
compared to 53% in
the Metro region



**35% of the
population**
within 1/4 mile of
the corridor are
people of color

Challenges

- Constrained right-of-way in areas of greatest congestion
- High peak period congestion
- High crash corridor
- Demand for transit is high and continues to grow
- Existing rail underpass constrains cross section

- Designation as a freight corridor restricts ability to modify lane widths

Solutions

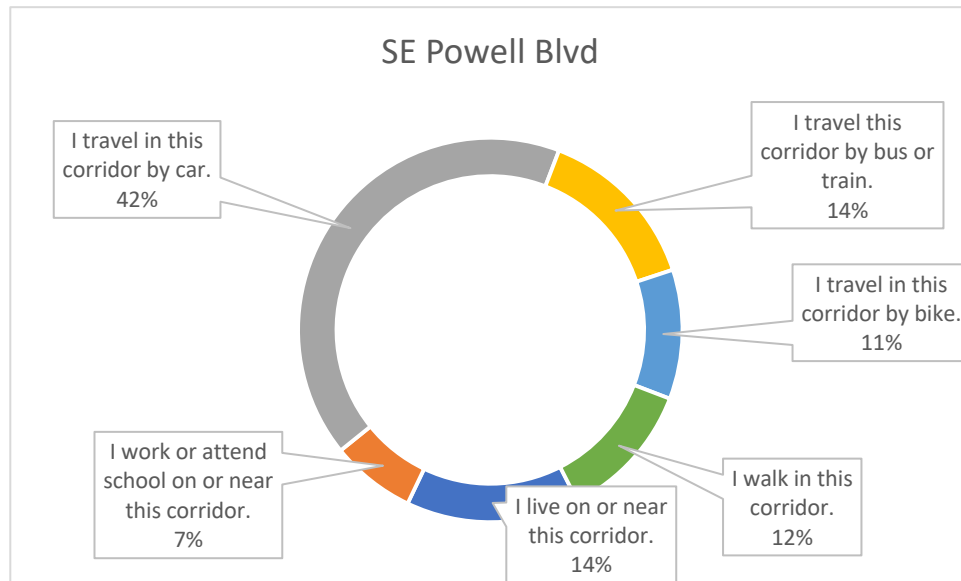
- Study potential high capacity transit solution to serve the corridor.

Solving Delay on Powell Boulevard

Reducing transit delay on this high ridership corridor requires big solutions due to the constrained right-of-way. Achieving significant speed and reliability improvements requires a High Capacity Transit solution not yet studied. This is beyond the scope of the Enhanced Transit Corridors program.

SE POWELL BOULEVARD

HOW PEOPLE EXPERIENCE THE CORRIDOR:



SE POWELL BOULEVARD: COMMENTS FOR DECISION MAKERS

Many respondents would like to see improved bicycle and pedestrian improvements, such as crosswalks/crossings, improved sidewalks, protected bike corridors and better lighting. Many do not feel safe walking, biking or driving within this corridor, due to high vehicle traffic and speeds. Congestion and the movement of traffic was consistently referenced – specifically congestion and back-ups during peak times. Potholes and the general state of the roadway infrastructure was cited by survey participants; as well as strong support for transit only lanes and increased transit infrastructure.

Infrastructure & Design

- “This should be taken away from ODOT, and PBOT should take over the street. Protected bike lanes need to be added to the street. Removing left-turn pockets and TWLTL is the first way to get this room needed. Signalized pedestrian crossings are needed more often, with median islands. Corner radii should be reduced to slow traffic.”
- “An abomination. Needs to get taken over by city and turned into narrow street “
- “Another major corridor in east Portland that feels neglected”
- “Appreciate the new design to increase walkability and safety.”
- “At this stage, I suspect there is nothing that can be done to make Powell flow better while also being safer and more aesthetically pleasant. Any suggestions are helpful “
- “Potholes, Poor signage, dirty; same as 82nd and SE Foster Rd”

Cyclists and Pedestrians

- “Can be a hot mess. Traffic lights need to be timed so that pedestrians get a break in the non-lighted intersections.”
- “Challenging pedestrian area, although the protected crossings are a step in the right direction. “
- “Congested, not walkable. People drive too fast and are aggressive. I am so grateful for the left turn arrows installed at 21st and 26th and the new crosswalks near Cleveland. Such a huge improvement. However, there are just too many cars moving too quickly for it to be as safe as I would hope for it to be. I worry a lot for my car free neighbors walking to Target or Starbucks. I've seen people hit more than once.”

Congestion

- “A parking lot so much of the day. Crosswalks near Hopworks seem dangerous.”
- “As traffic gets bad around the I-205 interchange and 82nd Ave I travel other secondary corridors and through streets to avoid congestion.”
- “With the addition of the stop light near SE 28th, this has caused a grid lock starting at SE 21st and going on to SE 33rd. One reason is the SE 26th and SE 28th lights are not in sync. Back up each morning and afternoon.”

Speed & Safety

- “Dangerous for my children at Cleveland HS to walk/bike. My husband was nearly killed by a driver running a red light at SE 21st and Powell. PLEASE make Powell safer, slower and more friendly to bikes and peds.”
- “Powell needs to be slowed way down. It feels like a highway.”
- “Slow the traffic WAY DOWN. Especially outer Powell -- far east Portland experiences the most pedestrian deaths.”
-

Transit

- “Please include a new Max line on Powell, extending to Mt Hood CC, in the 2020 bond.”
- “I sometimes take the 9 Powell bus or the Blue line MAX, when I need to get into downtown Portland, but it takes an hour to get from east or downtown Gresham to downtown east Portland, longer to west downtown Portland. Can we have an express bus service from, say, Gresham to somewhere near downtown Portland, for those of us who live way out in east Portland or Gresham and have to get into downtown??? Or have the MAX run an express route between Gresham and near downtown Portland?”
- “Bus priority here would be awesome and I'd definitely use way more.”

SE POWELL BOULEVARD: ALL COMMENTS

Infrastructure & Design

1. Adequate. Putting in the train bridge near SE 17th was the best improvement.
2. All need improvement whether street light timing, widening or better surfaces
3. 4 lanes all the way
4. 4 lanes needed.
5. 6/6/19 made the mistake of using Powell from Gresham to southeast
6. I tried to stay off Powell completely
7. An abomination. Needs to get taken over by city and turned into narrow street
8. Another major corridor in east Portland that feels neglected
9. Appreciate the new design to increase walkability and safety.
10. At this stage, I suspect there is nothing that can be done to make Powell flow better while also being safer and more aesthetically pleasant. Any suggestions are helpful
11. Confusing intersections around Division/railroad tracks
12. Constant construction and limited capacity create challenges for this corridor.
13. Do any of you people actually drive that are in charge of these improvements being implemented? Maybe you should get behind the wheel and get out on the road every once in a while and not just in hour bike or a bus!
14. DO NOT REVIVE THE MT.HOOD FREEWAY IDEA!!! AVOID ANY IDEAS SIMILAR TO IT!! BUILD UPON THE HIGHWAYS WE ALREADY HAVE
15. Essential corridor for 52nd and Powell/Foster access.
16. Fix the uneven roads and increase public transportation capacity. Also, it would be awesome if there were sidewalks and pedestrian lights
17. Freeway. I don't go to the original Hopworks, even though they have lots of bike amenities, because it's on the other side of Powell. It's a barrier.
18. Frequent start/stop along this corridor due to ill-timed traffic lights deters me from traveling down this corridor (either direction)
19. Functional. Could use signage for crosswalks
20. Functions well.
21. generally fine as is, could do more to reduce car speed and protect peds/bikes
22. Going beyond 82nd is excruciating. The road surface and amount of cars, yuck.
23. good
24. Good as is.
25. Good until reaching 82nd and then lack of planning shows
26. has gotten worse since the improvements
27. Hate to see what will happen after portland gains ownership over it.
28. Have you ever tried to get on the Ross Island Bridge during rush hour and lived to tell the tale?
29. I avoid this corridor as much as possible below 52nd. What is the LOS for these intersections, LOS E?
30. I feel like Powell has fewer lights than Division, so I will take it if I'm headed to deep SE.
31. I live 2 blocks from SE Powell Blvd. Traffic is congested, often at a standstill, with attendant increased emissions during the day, a speed-way during the night. There is always noise. Frustrated drivers in a hurry look for ways around the traffic, opting for side streets, such as SE 25th Ave, where they travel too fast in a distracted manner. It is difficult to cross safely. Some recent ODOT changes (rapid-flash beacons at some

crossings) are an improvement; others (loss of some tree cover,) have made Powell less ped-friendly in many ways. ODOT seems not to understand the issues re: safely moving traffic in an urban setting. PBOT should take over. The Inner Powell Alliance (IPA) of which I am a member, will be providing more comprehensive reports to METRO.
32. I live a block from here. Cared for much better than 82nd in general, but could use more tending. What if it could be beautiful and not just utilitarian?
33. I live off of Powell and it's currently very hard to travel unless you're in a car. I don't take the bus home because I can't get across the street to get to my house without almost getting run over. It would be nice to have sidewalks at least so that we're not having to walk in the mud or the bike lane and worrying about cars swerving around other cars that are trying to make left turns.
34. I take this road to and from work every day. The light on SE 26th is a nightmare, and backs up for blocks and blocks and blocks. Something needs to be done about the slowdowns between the river and 33rd (this light is also recently gone crazy, and is red for no reason way too often). People also often get in wrecks near the light at 42nd/43rd.
35. I use this as little as possible because generally not in as good repair, and only 2 lane where I use it, largely; also fewer traffic lights
36. I-205 to the Ross Island Bridge usually moves at a predictable rate.
37. I'd suggest either making Powell wider, or Division St wider. Both seems unnecessary
38. in major need a livability facelift. high density housing + light rail
39. is this sustainable? What is the future budget to support this?
40. Jurisdictional transfer!
41. Keep this as an autoway. It is already. Don't assume retail businesses will succeed. They mostly won't. Add sound mitigation, bike, pedways, greenery.
42. Leave it alone
43. Let it flow.
44. Lots of Potholes
45. Major East side route
46. Make it a freeway like planned in the 60s
47. meh
48. Might be time to widen the road in some places. SE unfortunately isn't a little neighborhood district anymore.
49. Mostly fine
50. Must be taken over from ODOT and given a major road diet.
51. needs to be 4 lanes I205 TO 172ND
52. Needs a complete redesign. Fast in some parts, insanely slow in others. Lots of potential for adding density and neighborhood character where there is only McDonald's and convenience stores. Some specific nodes are walkable and interesting, such as around Milwaukee Ave. and south of Powell where it meets Foster. A lot of potential in those areas.
53. Needs financial incentives to encourage larger transit-oriented development that would be more appropriate to such a wide street (4,5-7 stories tall?). Very importantly, this corridor needs design and planning money to help make this a great Civic Corridor (e.g. planning for gateways, placemaking, landscaping, safety and amenity lighting, trashcans, etc. landscaped medians where safe
54. Needs more lanes and higher speed.
55. Needs to be more off ramps or better timing of traffic getting on to 205 North bound
56. needs widened. needs sidewalks. do not reduce lanes or speed limit.

57. Not as ugly as W. Burnside west of 14th or as 82nd Ave. A way from point A to B. Conveniently passes under the MAX/freight tracks, so no stopping. Speeding is easier. This is the route to take when one has no time or patience for Division or Hawthorne or is going somewhere east of Cesar Chavez Blvd.
58. ok
59. Ok
60. One of the worst functioning roads I've ever seen in a metro area. And you thought it better to run a freeway through our drinking watershed rather than fix Highway 26 for east west traffic???? Who's idea was it to pollute our drinking water?
61. One of the worst roads in Portland. A major barrier for pedestrians and bicyclists alike, yet doesn't really function well for cars either. Bereft of any pedestrian-scale commercial development, and ODOT does not police or maintain their parking lots in the ROW.
62. only for cars...so loud and unfriendly...
63. Overall very attractive for a major thoroughfare
64. paint the road
65. Pavement in poor condition
66. Paving issues along sections
67. Please buy from ODOT and make much needed safety improvements for all modes
68. Please leave it alone.
69. Please make it car friendly.
70. Please make public transport, biking, and walking easier!
71. pot holes
72. Pothole nightmare
73. Potholes, Poor signage, dirty; same as 82nd and SE Foster Rd
74. Powell also moves smoothly except around 4- 6 rush traffic heading east towards Gresham.
75. Powell Blvd is state jurisdiction, not the city. The fact that Metro adds this to the list is a joke. Every time I talk to officials this is the party line. State and local officials should start working with each other. Remember when the bicycle rider lost his leg and there were protesters? That's what brought a signal to 26th and Powell after officials said turn signals couldn't possibly be done. And now here it is. Why are there bike lanes on 26th and on 28th? Why are there signals that aren't synced between 26th and 28th? Because the two entities aren't talking to each other. Lastly, there are so many new commercial properties between 21st and 39th and yet nothing has been done to address the additional traffic that has incurred. Planning for traffic would have seemed a no-brainer. More people will die here.
76. Powell has gotten terrible since the city made the disastrous decision to cut lanes on our other major high traffic corridors.
77. Powell is a nightmare that needs more attention than any other corridor on this list. Powell is not safe for pedestrians or motorists. Please do not neglect Powell, especially further out. Please consider the amount of people that travel Powell daily, and the intensity of use of this street (far more than Division from my personal perspective).
78. Powell is US hwy 26 and that's how drivers treat it- like a highway more than a street where people actually live.
79. Powell works well for me.
80. Put on a podcast.
81. Remove lane for cars and replace with transit only lane. Slow cars down and add more pedestrian crossings.
82. Road Improvement, congestion solutions
83. Road work not well signed

84. Same as E.82nd answer with about a third of the vehicles.
85. seems OK
86. Should be 4 lanes along
87. should of built hwy 26 through here 35 yrs ago. To late now
88. Surface highway effect should be ameliorated. reconnect to the city street grid via more frequent signalized intersections. mass transit improvements needed, BRT (or rail). Powell is terrible place to be outside of a vehicle.
89. The left turn signals from Cesar Chavez onto Powell are so short that you might wait thru 3 light cycles. People run the left turn lights really dangerously.
90. The new traffic light at SE 21st takes too long to cycle and backs up Powell traffic more than it should.
91. This corridor needs to fulfill its destiny as a primary east west corridor and critical connector of east and west sides of the Willamette. More capacity for Ross Island (two decks?), dual role boulevard that allows both local and through traffic to move efficiently (elevated roadway for through, with local at surface?). Better connections to inner east side that do not conflict with trains and Max - overpass connection at 7th/8th?
92. This corridor seems to be treated like a highway by motorists, but it should really be considered a neighborhood street, which it is. It is my neighborhood street but too often feels like a freeway that is very difficult to cross.
93. This needs to be improved as a east/west arterial, especially with the shrinking of Foster and Division to one lane trickles.
94. This street is a mess anywhere east of about 39th; avoid it
95. Too auto centric. Make it like the rest of Portland!
96. too focused on cars need better balance for non-vehicle modes
97. Too much auto capacity, not enough safe bicycle capacity, needs high capacity transit
98. Travel frequently. this seems to have improved a bit.
99. Traveling Powell is one road where you encounter both business and residential. It is not a bad drive.
100. Ugliest street in Portland.
101. Ugly. Crowded. Relatively easy to maneuver, except you will never, ever be able to turn left onto Powell going East.
102. We need a little more parking when new housing goes in. Congestion is bad for neighbors and less safe for pedestrians.
103. Widen it to 4 lanes to accommodate greater use.
104. Wish the signals betw Chavez + 52nd were better synced -- too many stop-and-go.

Cyclists and Pedestrians

1. 35 MPH is too fast. More pedestrian crossings to the islands would be safer.
2. A pedestrian flashing light signal would help immensely at the crosswalk at se36th crossing powell. I use this everyday and it can be very dangerous to cross at times. A green/bike cross would be amazing here as well.
3. Add Light Rail to Powell, along with physically protected bike lanes. Remove auto lanes to do so. Widen the 80' ROW to 90' to accomplish this, with development. Parallel corridors for bikes don't work, as they are not obvious to travelers, and are out of direction or more hilly. Make this a multimodal corridor.
4. all cross walks need flashing lights and we need more crosswalks
5. As a ped, I like the medians between 50th-ish and 80th-ish. A a cyclist, pedestrian, driver, and bus rider in the area- keep bike lanes off of Powell please.
6. car congested and hard to cross

7. Can be a hot mess. Traffic lights need to be timed so that pedestrians get a break in the non-lighted intersections.
8. Challenging pedestrian area, although the protected crossings are a step in the right direction.
9. Congested, not walkable. People drive too fast and are aggressive. I am so grateful for the left turn arrows installed at 21st and 26th and the new crosswalks near Cleveland. Such a huge improvement. However, there are just too many cars moving too quickly for it to be as safe as I would hope for it to be. I worry a lot for my car free neighbors walking to Target or Starbucks. I've seen people hit more than once.
10. Congestion, pedestrians crossing in the middle of intersections, long lights, homeless camps, trash
11. Could really really use some pedestrian overpasses here. There are a couple of spots (39th, 34th where people disembark from the bus to go to the Buddhist temple, and 26th at the HS) where I'm constantly worried about seeing a pedestrian get wiped out and/or pedestrian crossing really holds up traffic. Overpasses would be so helpful!
12. Could really really use some pedestrian overpasses here. There are a couple of spots (39th, 34th where people disembark from the bus to go to the Buddhist temple, and 26th at the HS) where I'm constantly worried about seeing a pedestrian get wiped out and/or pedestrian crossing really holds up traffic. Overpasses would be so helpful!
13. Create safe crossings at regular intervals for pedestrians and bikes.
14. Crossing Powell by foot is terrible. Aside from there not being enough crosswalks, a pet peeve of mine is needing to push a button to activate a walk sign, even though the car traffic light is/will be green. This forces pedestrians to wait a full traffic cycle to cross the street for no real reason. Walk signs should activate with the traffic lights. Please!!!! If you want to encourage people to not-drive, make things easier not harder.
15. Crossing Powell on foot or bike is a terrifying experience, and ODOT has removed crosswalks at 21st, for example
16. Crossing this on foot or by bike is difficult, and cars drive too quickly.
17. Crosswalks little scary
18. Crosswalks with safety islands are good, but 35 is still too fast.
19. dangerous for bikes, undivided bike lanes with fast traffic
20. Dangerous for pedestrians.
21. Death for cyclists and pedestrians
22. Difficult and dangerous to cross on foot or on a bike. Not enough transit service. Too much space allocated for car storage, not enough for people walking or using micromobility.
23. Difficult to navigate as a pedestrian, with stretches of several blocks with uncontrolled crosswalks. This has the effect of walling people off on one side of the street or the other.
24. Driving on Powell is fine, but walking on it is not fun: it's close to the cars going by and loud. I wish there was more of a buffer between cars and pedestrians. I often cross Powell at 21st Ave, and there are a lot of cars that run the red light there. I nearly got hit one time, so I always wait 3 seconds after the light turns green before going.
25. Extremely unfriendly towards bicycles.
26. Fine for driving, mediocre for walking. Impossible for biking.
27. get rid of car lane and put in bike and bus lanes
28. Horrible as a pedestrian, terrible by bike just crossing. Good in a car.
29. I appreciate the new ped crossings between 26th and 39th
30. I cross Powell in my bike most days on 36th Ave. That crossing could stand to be safer and would benefit from being switched to the opposite corner. A new development in the space that formally housed The Original Taco House will greatly increase pedestrian traffic.

31. I live one block south of SE Powell near Cesar Chavez. I cross Powell by foot and/or bike on an almost daily basis and these crossings are not safe. There is no flashing light or other mechanism to get drivers attention. Often, when one vehicle stops, another in the next lane will speed through the cross walk as pedestrians are starting to enter. Powell would make an excellent candidate for light rail system to connect multiple parts of the city and suburbs, and to reduce traffic and pedestrian conflicts.
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33. I work at SE 99th & Powell and my work commute has me bicycling between SE 99th & SE 85th (on Powell). I stick to the sidewalk when there is car traffic. Not a great "experience" for cars or bikes. While at work I drive Powell between the Ross Is. Bridge and SE 99th at least weekly. Blah...
34. I would frequent this area for shopping and restaurants if there was a dedicated and separated lane for bus, biking, and walking
35. I would like to walk to the Target on SE Powell Boulevard more, but it is very dangerous.
36. Impossible to bike and unpleasant to walk between the river and I-205.
37. Improve crossings, reduce speed limits, Install PROTECTED bike lanes here.
38. Install flashing lights at crosswalks for example just past SE 52nd and Powell. There is a crosswalk, but no flashing light.
39. It's hard to cross Powell at several locations.
40. Loud, fast, dangerous, miserable to walk or bike near it.
41. Make it safer for pedestrians and slow down traffic
42. Make them safer for pedestrians and transit riders. Slow down the cars and create environments where people want to use other modes than driving
43. More lighted crosswalks. My dad lives in an assisted living facility and crosses 79th to get to Winco. There are lots of peds crossing in that area.
44. More ped/bike safety
45. More side walks
46. Need bike help and better lighting
47. Need more safe pedestrian and bicycle crossings and safety improvements. Do not need bikelanes on Inner Powell - much prefer Clinton greenway! Powell is one of the few faster moving east-west arterials and should be designed for cars and buses, not try to make it into a main street.
48. need much better pedestrian safety
49. Needs better bike accessibility and pedestrian crossings
50. Needs bicycle infrastructure - currently a death-trap for cyclists.
51. Needs bike and pedestrian safety improvements.
52. Needs bike lanes; slower speeds; safer crossings
53. Needs far stronger warning systems for crosswalks not at street lights - needs the flashing lights, etc. like recently installed on Foster
54. Needs major upgrades so that walkers and bikers can use it safely and to ease car congestion.
55. Needs more crosswalks
56. Needs protected bike lanes and a MAX.
57. Needs sidewalk repairs, streets trees, other pedestrian improvements. I would never bike it.
58. Needs to be made more pedestrian and bike friendly.

59. Needs to be more pedestrian friendly
60. New crosswalks with flashing lights are such an improvement
61. Nice to see sidewalks going in. Long time coming. I know there are bike lanes on this stretch of road but they are so unprotected as to be useless. It's extremely uncomfortable and feels unsafe to ride a bike on this road. I do not like to walk on SE Powell, either. Cars driving 35 to 45 mph and a pedestrian is basically on the shoulder.
62. Not safe for peds or bikes. There are schools here! Bus service needs to be improved.
63. Often a nightmare to cross. Need auditory cues for the blind PLEASE.
64. Ped
65. pedestrian crossings need much, much more visible markings/signals to visually alert drivers earlier than currently
66. Pedestrian safety on this corridor! I often bus down to the Safeway on Cesar Chavez/Powell or walk down from Hawthorne and Division and it is impossible to cross the street. Could also use some trees/dividers in the center to slow traffic, the speed is part of why I find it so scary to cross even in designated crosswalks.
67. Pedestrian safety on this corridor! I often bus down to the Safeway on Cesar Chavez/Powell or walk down from Hawthorne and Division and it is impossible to cross the street. Could also use some trees/dividers in the center to slow traffic, the speed is part of why I find it so scary to cross even in designated crosswalks.
68. Pedestrian safety, bus only lanes, better bus shelters and a bike lane are needed
69. Pedestrian unfriendly, many blind corners/hills for drivers.
70. people crossing outside of crosswalks are a problem
71. Powell is a nightmare that needs more attention than any other corridor on this list. Powell is not safe for pedestrians or motorists. Please do not neglect Powell, especially further out. Please consider the amount of people that travel Powell daily, and the intensity of use of this street (far more than Division from my personal perspective).
72. Powell is also very dangerous for pedestrians and bicyclists for the same reason as 82nd.
73. Powell is an essential highway and bicycles and pedestrians should not have the right away.
74. Powell is awful to walk, bike, or ride a bus on.
75. Powell is pretty unpleasant near where I work on 123rd, but the state is making improvements -- putting in sidewalks and improving the bike lanes. I think it will be safer as a result.
76. Powells is terrifying to cross as a cyclist. We use the 42nd avenue bike path from Woodstock neighborhood to Division. Crossing Powell with my daughter is the most terrifying part of my day.
77. Protected bike Lanes here and there please
78. Really needs a protected bike lane.
79. SE Powell - from Ross Island Bridge to the furthest East - is unsafe for pedestrians. Rarely do autos travel within the legal speed limit and pedestrians are considered a "problem" and "in the way". Yet, the City is currently building an Affordable Housing Complex at SE 30th and SE Powell for families. Yet, there are no provisions for "safe" travel to elementary schools within the surrounding neighborhoods. Powell has been identified by the 2035 Comprehensive Plan as a Civic Corridor - meaning it will only become more developed with businesses and housing. So we really need to think about how to make it more livable - more pedestrian/bike friendly as it is truly an "urban" street and not a state highway.
80. seems super fast and slow...lots of lights...definitely not pedestrian friendly
81. Sidewalks and well marked crossings are critical for East Powell up to 181st/182nd intersection
82. SIDEWALKS, PLEASE.
83. Teach pedestrians and bicyclists not to jaywalk.
84. Terrible to walk. Fine to drive. Terrible to bike and there isn't a good parallel bike route. Similarly way too many streets that don't connect north/south either AT powell or just north/south of powell.

85. The areas between Powell and Division need more sidewalks so people walking to/from bus stops and kids walking to/from school do not have to walk in the road.
86. The cross walk at 36th was deprived of a pedestrian flashing signal during the last upgrade. It is really needed as cars get past Cesar Chavez driving west they pick up speed. It is too dark in the winter for them to easily see pedestrians crossing towards Starbucks. People escape getting hit all the time in the morning.
87. The crosswalk on Powell and 36th (by the Starbucks) is very dangerous and people rarely stop and even when one lane stops, a car usually tries to cut around stopping cars to avoid stopping and then has to slam on their brakes once they see a pedestrian is in the crosswalk. It's pretty awful. A lit up crosswalk would improve this area so much!
88. the new pedestrian bridge across the railroad tracks is great
89. The portion of this corridor between Ross Island Bridge and Foster Road feels unsafe to walk along due to high speed traffic and little to no buffer between sidewalks and the highway. The safety project along this portion of Powell has improved safety of crossings, but walking along Powell still feels unsafe due to lack of traffic calming. This stretch of Powell has great potential to be transformed into a thriving residential/business corridor, but lacks a cohesive plan for integration into the surrounding neighborhoods. Accordingly, it continues to be a harsh and unpleasant corridor to visit or move within.
90. There are not nearly enough crosswalks. Street signs are too small
91. This corridor needs fewer lanes dedicated to single occupancy vehicles and more dedicated protected bike/ped/scoot/skate infrastructure
92. This is for Powell from 205 east - need sidewalks, separation between cars, walkers and bikers.
93. This major highway and inter-city corridor borders my neighborhood. It is scary to walk along with my family, and does not serve as a people-friendly space. Businesses suffer because local neighborhood traffic doesn't enjoy visiting Powell. It's a great opportunity for improving mass transit and having a large impact on people's trips into and out of downtown or connection to the I-5 corridor.
94. too impersonal, needs more pedestrian friendly crossings
95. Unpleasant to experience by foot or bike.
96. unwalkable
97. With the recent downsizing of lanes on SE Foster those of us who live in the area could really use improved pedestrian signals to navigate from Richmond and South Tabor. Also, I worry about the pollution we are exposed to living next to this busy street, particularly since it is a major thoroughfare for diesel vehicles.

Congestion

1. Powell really should be two lanes in each direction all the way from Gresham to the Ross Island Bridge.
2. 2 lane is a bottle neck
3. A major parking lot at all hours. Do any of the planners live in the SE/ NE or do you all just like the European model and the money these developers give the city?
4. All connections to 26 near the bridge particularly from the west side are clogged with traffic. The bridge has become a major bottle neck from the I-5 connection.
5. Already very congested especially from 21st to 33rd. Will not handle added traffic housing now under construction. Bad for bikes and pedestrians.
6. Another key main street. As residential density increases along the street, transit needs to improve here as well as ped safety. This may come at a sacrifice to vehicle lanes or to increased travel times for single occupancy vehicles, but it would more than pay off with the efficiency of moving people within and through this corridor.
7. Approaching Powell on SE 50th and SE 52th can be difficult. Timing of lights can lead to long backups. Bike lanes are not well marked. It feels unsafe to travel by bike.

8. As traffic gets bad around the I-205 interchange and 82nd Ave I travel other secondary corridors and through streets to avoid congestion.
9. Backed up much of every workday. Too many people change to side streets, at least in the Cleveland HS area.
10. Bad, bad, bad! I tried to take Powell across town not to long ago at 2 PM in the afternoon. I will never make that mistake again. It took over an hour to go from the Ross island to 205.
11. Bridge bottleneck. Whatcha gonna do?
12. busy
13. Busy most times of day
14. Congested
15. Congested
16. Congested
17. Congested and not a corridor you can walk comfortably
18. Congested but flows usually.
19. Congested most times of the day until 8 or 9 pm?
20. Congested with all wheels, foot traffic, jaywalking
21. Construction going on and you know it will be slow, but way to slow. Bottle neck and I can sit there for four lights by 157 th.
22. crowded
23. Crowded and getting worse. Street is well lit at night. Foster/50th/52nd/ intersections often messy
24. Difficult to navigate during high traffic times
25. High traffic congestion, which causes crowded uncomfortable commutes on bus. Roads are not well maintained, not a very clean route.
26. High volume moderate to high speed traffic
27. I sometimes miss the turn from Powell at 176th or so because the turn lane is so backed up and I forget that is where I want to turn till I am at the light.
28. I take this corridor to and from work, and getting home takes 30 minutes longer than the morning commute because of traffic congestion.
29. Improving traffic flow in the Ross Island Bridgehead must be a top priority for the 2020 bill. The facilities in this area are so outdated and over capacity. It's truly an awful place to be during commute hours. Powell could really benefit from a boulevard treatment similar to the vision for the Foster Transportation and Streetscape project. Powell is such an unpleasant place to drive and the unpleasantness is really inhibiting business development activity along the corridor. Would like to see streetscape improvements to improve the look and feel of this major corridor.
30. keep it moving
31. Lights flow smoothly until you hit Target on 28th. The light timing needs adjustment.
32. Lots of traffic. Unsafe for bikes.
33. My commute home used to be the worst at the point of getting onto the Ross Island Bridge on the SW side, going east. It is now equally as bad once I get across the bridge on the Powell side.
34. Needs more lanes. Too congested
35. Often the best route during rush hour.
36. One of the better streets for traffic management.
37. Only use it when I have to. Too much traffic on a poorly timed traffic light stretch, not enough street lighting, too many entrances and exits into Powell, obstructed view, unpredictable pedestrians.
38. Overcrowded, noisy and choking.

39. Powell has some extreme congestion from commute early and late in day. I wish a Max Line would run here. Lights could favor east west travel more during these crowded times.
40. Several of the lights are not timed well, at least in the morning commute. We'll sit at a red light on Powell even if there are no cars on the side street with a green light
41. slow
42. Slow
43. slow
44. Slow
45. slow
46. Slow
47. slow
48. Slow - needs to extend farther to east from Gresham central
49. Slow the traffic WAY DOWN. Especially outer Powell -- far east Portland experiences the most pedestrian deaths.
50. slow, needs road repairs, lights need sequenced for better flow
51. So busy. Changes from one to two lanes!!! And you did not even put the utilities underground. Fixed ? It and then dug it up again. This is the result of decades of planning. Disappointing.
52. So many cars with no plates or trip permits..
53. Successive lights at SE 21st, 26th, and the new one at SE 28th are too close together and poorly timed, creating a major traffic nightmare in evening rush hour.
54. Super underrated car/bus corridor. Weird backups EB between 82nd and 205 on weekends... maybe fix that?
55. Taking Powell from Gresham to the VA is a nightmare; one lane in parts; buses slowing down traffic in those one lanes; heavy commutes in the morning. AWFUL!
56. The are major back ups everyday on powell blvd
57. The biggest problem I experience on this corridor is at the west end of the Ross Island Bridge. Congestion there is horrendous in the pm peak times and especially bad where the designated route cuts through the adjacent neighborhood. The approach ramps need to be straightened out and this traffic kept on major arterial streets.
58. The intersection of Powell & Cesar e Chavez I need reworking. The turn lane from the north is often backed up for blocks, this causes the middle lane to be blocked by those waiting to turn. Cars often run the red turn arrow after waiting for multiple light cycles.
59. This is a city street with a lot of traffic
60. This is quite congested as well
61. Too many cars
62. Too many lights and places where it goes down to one lane (slow)
63. too much auto traffic
64. Too much traffic
65. Traffic
66. Traffic congestion
67. Traffic is out of control. Powell Park needs a sponsor and more community engagement (like picnic tables, benches, and food carts)
68. Traffic is terrible. Would not feel safe biking or walking here.
69. traffic james

70. Traffic lights should be eliminated and replaced with roundabouts
71. Traffic speeds are high and the corridor is dangerous. It could support far more density if the traffic were calmer.
72. Traffic west bound moves traffic east bound all ways is backed up due to TriMet buses having no place to pull off
73. trucks should not be allowed to use 26th avenue to get between Powell and Holgate. They have trouble making the turn from either direction and this can back traffic up for quite some time
74. use east of 82nd, mostly OK, bad pm commute
75. Very heavy traffic in spite of frequent bus service. There needs to be a disincentive to drive.
76. Way too much congestion, too many lights and the timing of said lights is horribly slow.
77. Why does it clog so easily after getting off the bridge?
78. With the addition of the stop light near SE 28th, this has caused a grid lock starting at SE 21st and going on to SE 33rd. One reason is the SE 26th and SE 28th lights are not in sync. Back up each morning and afternoon.
79. WOW can the traffic be bad below SE 20th - I'm just glad I don't have to drive that in the morning very often

Speed & Safety

1. A horrible, dangerous corridor with good destinations.
2. Cars go too fast and pay too little attention to pedestrians and cyclists. Need better transit.
3. Cars drive much too fast along this road. During peak hours, far too many cars try to use this corridor, which slows down bus service. Need dedicated bus lanes.
4. Cars are too fast here. Unwelcome to pedestrians
5. Crime homelessness
6. Dangerous and unfriendly.
7. Does not feel safe - lanes narrow
8. Eh. Death trap and hit and run drivers hitting six year olds
9. Every mile of this street is scary, even close to the urban core. Total failure. :(
10. Fast, unsafe driving.
11. Gross for all users, please cede to PBOT
12. Homeless camps are dangerous and filthy
13. I am a delivery driver for local businesses and travel all of these. The focus on bicycles having the right of way has made my job unsafe and unsafe for others.
14. I am afraid to frequent businesses on Powell after dark due to the homeless people. I have been yelled at by a crazy man while I was pushing my Dad in a wheel chair.
15. I am very selective about when I drive on Powell and try to plan my route so I don't have to go thru the intersection at Cesar Chavez. Side streets work better for me and its safer to avoid left turns from Chavez onto a side street. I drive to a bus stop on Powell since doing two buses with a transfer between doubles the time of each trip. Walking to the bus stop is definitely feasible but I'm not going to do the uphill return walk at the end of the day and in the dark.
16. I mostly drive on Powell and have no issues with that, but sometimes my husband bikes our kid to and from daycare and has to cross Powell, and that terrifies me. It's also scary if I ride the bus on Powell and have to cross the street. If one driver stops for someone to cross, usually several cars go by obliviously in the next lane over before another driver stops. And I've seen cars running red lights on Powell too many times.
17. I regularly drive on Powell and walk near Powell. It's difficult to cross, even at crosswalks, due to the speed of traffic and the numerous things drivers are paying attention to.

18. It is scary to cross Powell. I see cars rear-end each other regularly when one stops at a designated crosswalk.
19. Lower speed limit. Better visibility for crosswalks
20. Main route to work. Can be dangerously fast during morning commute
21. Mostly drive on this to connect to the Ross Island Bridge. Avoid it when possible. Occasionally have crossed on bike and running, and it is a bit nerve-racking. I think this street could benefit from improved public transport.
22. My child attends CHS on Powell Blvd and it is noisy and dangerous. There are so many people on foot in this area that non-car travel should be prioritized.
23. My favorite place in Portland to witness road rage.
24. Needs slower speeds and more crossings, and transit improvements.
25. Nightmare. Absolute pure nightmare death trap street. I won't drive or walk on this street unless absolutely necessary. Absolute armpit of a street. Please, please consider calming measures here.
26. No bike lanes inside of 92nd Ave. The bike and pedestrian connection to the I-205 bike path and transit station from Ed Benedict Park involvl-205 involves a lot of dirt, broken glass and beg buttons.
27. No complaints, this road is busy but feels safe with the recent improvemnts
28. No one checks for pedestrians when driving
29. No sidewalks, debris strewn bike lanes make non-motorized extremely dangerous.
30. Overcrowded, dangerous, not enough safe crosswalks to travel north/south by foot.
31. People are speeding at all times. Terrifying as a pedestrian or cyclist. Drivers ignore crosswalks between Milwaukie and 60th.
32. People drive too fast
33. Powell is dangerous. It's almost as bad as 82nd, and honestly, it's deserving of a MAX line. Please invest in bike, pedestrian, and transit improvements in this corridor. It has so much potential for housing and sustainable growth.
34. Safety improvements needed without reducing motor vehicle capacity
35. Safety, transit, walking and biking must be a priority here.
36. speed limit too high for the amount of bikers and pedestrians that use it and cross it. During winter months it's very hard to see people and bikes, especially in the rain. How about more lighting?
37. Speed limits are too high! This road is dangerous to pedestrians and bicyclists.
38. Speeding no regard for pedestrians or bicycles
39. Still moves pretty good.
40. Such a dangerous street. People drive super fast. It's very hard to cross as a cyclist or a pedestrian.
41. The corridor is unnecessarily dangerous; we need to slow traffic speeds to reflect the urban nature of this street.
42. This is a dangerous road, difficult to cross as a pedestrian, unpleasant to walk along, foolhardy to bike, and a major obstacle to local north-south travel. But you knew that.
43. This is a horrible street, designed like a highway and treted like on by people driving. Remove a lane and use it for high-volume transit (MAX, Streetcar or rapid Bus)
44. This is an extremely dangerous street (designated a High Crash Corridor) that many people die or are severely injured on by drivers. It needs to be transferred from ODOT to PBOT's control and ODOT should include money to pay for safety upgrades. In many places there are inadequate sidewalks, giant potholes, and constant speeding and dangerous driving. The crossings are infrequent and dangerous. It's a big barrier that cuts off neighborhoods.
45. This is designed to be faster. That's ok - you need one artery to be faster, and Powell is a good choice, as it is not attractive to walk along.
46. This is the street I live nearest. It's kind of awful. There are so many long, wide and numerous lots and driveways that cars are constantly pulling in and out of traffic. No sidewalks, bioswales would be awesome,

more street trees. It needs a face lift. Although there are bike lanes on Powell, I absolutely do not feel safe biking on Powell. There are long stretches with no crosswalks, people Jwalk all the time and I don't blame them! However it is unsafe now. Also, nothing very great to walk to in that neighborhood. Hopefully someday.
47. This road is too busy with cars moving too fast. We need full control of speed zones, dedicated bus lanes, and wider sidewalks, with more pedestrian crossings. It's a really dumb diving line for SE, hard to get across even in my mind.
48. Too many people are speeding on this road!
49. Trying to get on the Ross Island Bridge is...there are no words how truly truly awful it is I cannot even begin to describe
50. Very busy and dirty bike Lanes.
51. Very scary. I have almost been hit more here than anywhere else in the city.
52. We cross Powell to get to Hosford Middle School as well as many other destinations and see countless cars go through red lights. It's a very dangerous street
53. While I ride TriMet, bike and walk in this corridor, I do not feel safe walking to transit, biking and walking. The corridor feels focused on private automobile needs. Please make this corridor safer for driving, riding transit, biking, and walking.

Transit

1. Please include a new Max line on Powell, extending to Mt Hood CC, in the 2020 bond.
2. --I sometimes take the 9 Powell bus or the Blue line MAX, when I need to get into downtown Portland, but it takes an hour to get from east or downtown Gresham to downtown east Portland, longer to west downtown Portland. Can we have an express bus service from, say, Gresham to somewhere near downtown Portland, for those of us who live way out in east Portland or Gresham and have to get into downtown??? Or have the MAX run an express route between Gresham and near downtown Portland?
3. Add train!
4. BRT was such a disappointment. Traffic and safety are terrible and makes this a serious divider for the city even though it's relatively close in.
5. Bus lanes
6. Bus lanes
7. Bus priority here would be awesome and I'd definitely use way more.
8. Bus, drive
9. Dedicated bus lane
10. I have friends on this line. Love how frequent it is.
11. I support high speed bus lanes on Powell. More non-car transportation options
12. It would be great if there were a better way to walk from the Orange Line MAX stop at SE 11th Ave. to Division St. There should be easier access to a pedestrian corridor in the neighborhood, maybe at 14th or 15th Ave.
13. Light Rail Service with a tunnel underneath the Willamette River that connects to the MAX stations at Portland State and ultimately the greater westside would help the region's transportation needs tremendously. Failing that, dedicated bus lanes and other Enhanced Transit Corridors would be welcome on SE Powell.
14. More bus shelters and increased frequency of public transit
15. Much better choice for A rapid transit option than Division
16. Need bus only lane during rush hour.

17. needs bus enhancements
18. Needs more frequent bus service. Support bus lanes in permanently congested segment west of 33rd, even if some widening is required. Foster buses could be routed this way to improve utilization of any facility..
19. Place elevated light right going all the way Greenbeir line
20. Please add a dedicated bus lane for the #9, also signal prioritization for the bus
21. Powell is crazy busy. Other than a big rail line going right down the middle, I have no idea how to improve it
22. Put in a dedicated bus lane. Slow down traffic. My school is right on Powell. It's only a matter of time until someone is killed in front of the school.
23. Some type of quick, frequent TriMet service across SE is needed. I feel in the evening I avoid taking the 9 home because of the traffic on Powell, I wish there was a bus lane If not a max line
24. The area under the Orange line needs water management. Too much flooding.
25. Trains, dedicated bus and emergency vehicle lanes
26. Why would you not put a high speed bus lane in on Powell (or better still, a MAX line)? The "problem" underpass/overpass at 17th is easily solved with a little creativity.
27. Would be ideal for Portland's first subway. Future transit investments shouldn't rely on existing auto routes.
28. Would love more mass transit options, and consider 'superblocks'

From: Joe Hovey
Sent: Monday, July 22, 2019 4:49 PM
To: Metro Transportation Funding Measure
Subject: Introduction to Inner SE Powell Blvd

Hello.

We are a small group of volunteer residents from a few of the neighborhoods that intersect Inner SE Powell on both the North and South sides. Inner SE Powell runs from the River on the East side up to SE 50th Ave. Our volunteers represent residents from Brooklyn, Hosford Abernethy, Richmond and Creston Kenilworth neighborhoods. We formed our group, Inner Powell Alliance (IPA), as a way of addressing certain concerns we have over the Inner SE Powell corridor.

According to the Metro Comprehensive 2035 Plan, SE Powell Blvd. has been designated as a Civic Corridor. While SE Powell Blvd. is already a busy major corridor, we understand that the future will only bring more residential and commercial development along the corridor, as well as an increase in vehicle and pedestrian traffic. With this comes the need to ensure safety for all of those who access SE Powell, especially with relation to providing safe routes for schools. I personally live in Creston Kenilworth, near Catholic Charities' Kateri Park near SE 28th Ave, which has a sizeable Somalian community of adults and children living on the premises. Often times, I see a few of them trying to cross Inner SE Powell oblivious to the pedestrian crossing signs, as these signs are not a part of their cultural understanding. Across the street from Kateri is the Esperanza Court, Catholic Charities subsidized housing development. Again, there are a number of families living here with elementary grade school children. It was concerns like these out of which IPA arose.

For about a year now, a few of us within IPA have been working closely with Home Forward as they work on the Affordable Housing Development at SE 30th and SE Powell Blvd. They are currently estimating 180 residential family units plus commercial and community meeting spaces on the ground floor. Residential units will consist of 1 bedroom, 2 bedrooms and 3 bedrooms to accommodate various size families. As a group, IPA felt it important that people living in these units not feel excluded or segregated from the communities around them, as so often happens with developments like this. We wanted to make sure that Home Forward included these type of spaces on the ground floor as a way of providing integration! Of course, with this comes more foot traffic, in addition to increased auto and bike traffic. And we also realize that with all of these families living so closely to SE Powell Blvd, pedestrian traffic will increase in and around the housing units. Even more important is the fact that the children living in these units will need to have safe access to the various schools on both the North and South sides of Inner SE Powell.

In addition to this housing development, we are experiencing additional commercial growth along Inner SE Powell. A new Starbucks is opening at SE 28th and SE Powell Blvd, and the property between SE 35th and SE 36th Aves on Inner SE Powell will soon be home to 4-6 food trucks, a market as well as a restaurant.

These are exciting times happening along this stretch of Inner SE Powell and we expect this to continue into the future. We see Inner SE Powell developing into an increasingly dense residential and commercial corridor. We welcome it but we want to ensure that all communities are safe as they access this corridor by either bike or foot for paths to schools as well as to public transportation.

Our concerns center around the fact that ODOT has traditionally treated SE Powell as a “highway” running thru Portland. Auto & Truck traffic is dense and often travels at unsafe speeds. A number of residents do not feel comfortable walking along this corridor due to this very fact. We need to find ways to make the street safer for all users. The #9 Tri Met bus is heavily used, and all riders must cross Powell daily. Students from Cleveland HS cross the street daily during their school term. Some sporting events happen in Powell Park and attract a large group of people. With the Affordable Housing units, elementary students will be walking along the street to get to school, access Powell Park, and other activities. Auto parking at this development will be limited to #20 spaces, so these tenants will be dependent on walking and transit. Based on Home Forward’s design, there is no other access to the development except via Powell.

And while this should be our main focus, we need to avoid looking at Inner SE Powell in silo. To do so neglects attention to finding ways to avoid sending all the problems of traffic, speed, etc, onto adjoining side streets, something that is already happening.

In addition, there is the need for careful planning for tree canopy along and near Inner SE Powell. We need to make sure we understand and optimize setback provisions that can make a difference in how much we are able to combat the heat island effect in this corridor. The heat island maps can be hard to read, but Inner Powell seems to already be caught up in the big Central City “blob”, as well as having spots further out.

Last but not least, with this development comes concerns for air quality due to increased traffic. By providing bike lanes, as well as provisions for Rapid Transportation lanes, along the corridor, we can address this growing problem.

A small group of us will be attending the July 25th SE Powell bus tour as observers and look forward to hearing comments from both the LIT Group and the Task Force as they relate to Inner SE Powell.

Thank you for your time and for the work you are undertaking with these corridors!