SE Powell Boulevard High Crash Corridor
SE 7th Avenue to 92nd Avenue
Existing Conditions Report
June 2013

Key Findings

- The average distance between pedestrian crossing improvements is about 4 blocks (900 feet.)
- The percentage of pedestrian crashes on Powell Boulevard is about 50% higher than the City wide percentage. Seven (7) pedestrian fatalities were reported in the past 10 years of crash data.
- The incidence of rear-end crashes on Powell Blvd is about 50% higher than the Citywide average. About 20% of these crashes were related to stopping for pedestrians.
- Inattentive driving, including fatigue, is overrepresented as a crash factor (about 4% of all crashes.) Alcohol and drug related crashes account for over 2% of the crashes.

Summary of Corridor Crash Data

Corridor Data Overview	
Average daily traffic volume	Ranges from 40,000 from the Ross Island Bridge to 35,000 near I-205
Roadway section curb to curb	Typically 2 travel lanes in each direction with center turn lane or raised median islands
Total roadway width	Typically 60 feet
Total length of corridor	23,500 feet (4.5 miles)
Posted speed	35 MPH

City of Portland Crash Summary Data, 2002-2011	
Injuries and Fatalities	**Crashes by Top 3 Location Types**
7 Fatalities	1565 Intersection crashes (49%)
60 Injuries of type A severity (incapacitating)	1565 Roadway straight section crashes (35%)
336 Injuries of type B severity (non-incapacitating)	315 Driveway related crashes (access mgmt.) (10%)
1276 Injuries of type C severity (pain)	
1960 Property damage only crashes	**Crashes by Top Collision Types**
3196 Total Reported Crashes from 2001-2010	1731 Rear-end (54%)
	813 Turning (25%)
67 Total crashes involving pedestrians	257 Sideswipe –Overtaking (8%)
34 Total crashes involving bicyclists	175 Angle (5.5%)
	79 Pedestrian (2.5%)

2008-2011 City of Portland High Crash Intersection Locations along SE Powell Boulevard		
SE Powell at 82nd Avenue	Ranks #3	171 crashes
SE Powell at 7th Avenue	Ranks #5	114 crashes
SE Powell at Cesar E Chavez	Ranks #14	104 crashes
SE Powell at 92nd Avenue	Ranks #18	99 crashes

Pedestrian Island Locations

Distance to nearest signals in both directions	Pedestrian Island Location
680’	SE 9th Avenue – ped overcrossing
830’/500'	SE 24th Avenue
815’/1270’	SE 28th Avenue
490’/1750’	SE 34th Avenue
1380’/860’	SE 36th Avenue
640’/525’	SE 45th Avenue
460’/2680’	SE 54th Avenue
1355’/1785’	SE 57th Avenue
860'/1750'	SE 75th Avenue

Transit Stops

SE Powell Boulevard is serviced by Tri-Met Line #9, which travels along Powell from the Ross Island Bridge to the Gresham Transit Center. The highest boarding locations without enhanced pedestrian crossing improvements are below.

1. SE 28th Avenue, 527 average daily Ons/Offs, existing island for westbound, eastbound stop is 270’ from island
2. SE 34th Avenue, 220 average daily Ons/Offs, existing island
3. SE 79th Avenue, 192 average daily Ons/Offs, – 775’ to signal at 82nd Avenue
4. SE 55thAvenue (westbound only), 122 average daily Ons/Offs, – 215’ to island 54th Avenue
5. SE 36th Avenue, 119 average daily Ons/Offs, existing island
6. SE 67th Avenue, 115 average daily Ons/Offs, 480’ to signal at 65th Avenue

Resources

20’s Bikeway Project – Design 2013/14
50’s Bikeway Project – Construction 2013/14
Inner Powell/Outer Division STIP Grant – Funding for transit and pedestrian improvements in 2017/18
Inner Powell Boulevard Streetscape Plan (2007)

- Difficult and often unsafe to cross Powell Blvd when walking or biking
- Powell Blvd creates a barrier between the neighborhoods on the north and south side of Powell
- The Powell Blvd underpass at 17th Ave and the railroad tracks create the most significant barriers for all modes of transportation
- There is significant motor vehicle traffic congestion on Powell Blvd now and forecasted into the future. Drivers then speed and cut through neighborhoods on local streets.
- Many street trees along Powell Blvd are missing or in poor health
- There are significant maintenance issues along Powell Blvd