The City of Portland's Southwest and Far Southeast Street Master Plan (2001) identified locations for new local street connections and bicycle and pedestrian paths. The project area for the Outer Powell Boulevard Concept Design Plan is included in the Far SE master plan area. This document recommends updates for project area. Updates are focused on the need for improved bicycle and pedestrian connectivity throughout the neighborhood, not motor vehicle circulation. Local street connections have been included because they can accommodate multiple travel modes including bicycle and walking trips. Additionally, the construction of new streets or half-street improvements is likely to be the easiest connectivity improvement for the City to require as individual parcels redevelop.

A pedestrian circulation need not addressed is sidewalk improvements along the pedestrian crossings of Powell Boulevard and for additional connectivity. Lastly, the Outer Powell Boulevard Concept Plan and the community outreach process. However, specific recommendations or planning for bicycle facilities. The potential for criminal-to-criminal activities may be raised with regard to off-street pathways. CPTED may prove to be a useful response to those concerns. CPTED is an approach to crime prevention based on the theory that decisions about the design and use of the built environment can reduce the fear and incidence of crime. The design phase of a project is the best time to employ CPTED guidelines. As a tool, the guidelines could be used as an assessment tool for new pathways that will pass through the mix of neighborhood uses. Applicable guidelines are:

**Natural Surveillance.** “See and be seen” is the overall goal of natural surveillance. Create plenty of opportunities for people to observe the space around them. Visibility will discourage potential legitimate activities and offenders. Landscaping, lighting, and the design of transit stops are important design opportunities.

**Territorial Reinforcement.** Create clearly visible boundaries between public and private space. This creates a strong sense of ownership and extends the ‘sphere of influence’ in ways that discourage intrusions and keep activities within the intended spaces. Continuous sidewalks, paving treatments, landscaping, and signage are examples of design elements for territorial reinforcement.

**Natural Access Control.** Control the flow of movements and access points from public to private space. This helps distinguish between legitimate access and intrusion. Access control is most effective in conjunction with natural surveillance. Walkways, fencing, landscaping, lighting, and signage are examples of design measures for access control.

Assessment design tools are most effective when combined with an overall CPTED assessment of the neighborhood. That assessment could include other CPTED guidelines, such as activity support and maintenance. An assessment might include the following questions:

- **Designation** – What is the designated purpose and how well does the design support the intended uses?
- **Definition** – Is it clear who ‘owns’ this space and where the borders are? Is there conflict or confusion between purpose and definition?
- **Design** – Does the physical design support the intended function and acceptable behaviors? Does the design impede productive use of the space or functioning of the intended activity?
Outer Powell Boulevard Conceptual Design Plan

See Sheet A

See Sheet E
Legend

Portland Bicycle Plan for 2030
- Existing or Funded Separated In-roadway Bicycle Facility
- Future Separated In-roadway Bicycle Facility
- Existing or Funded Bicycle Boulevards
- Future Bicycle Boulevards

SW & FAR SE Master Street Plan (September 2001)
- Pedestrian & Bike Connection Point Certain (Alignment Uncertain)
- Pedestrian & Bike Connection Points Uncertain (Alignment Uncertain)
- Street Connection Point Certain (Alignment Uncertain)
- Street Connection Points Uncertain (Alignment Uncertain)

Additional Project Recommendations
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- Pedestrian & Bike Connection Points Uncertain (Alignment Uncertain)
- Street Connection Point Certain (Alignment Uncertain)
- Street Connection Points Uncertain (Alignment Uncertain)

Proposed Crossing for Pedestrian & Bicycle
- Proposed Street Realignment
- Bus Stop
- Existing Street Light (Pedestrian & Bicycle Crossing)

Index Map
Legend

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Driveway Consolidation and Crossover Easements

Driveway consolidation and crossover easements are an aspect of access management that are also key measures to improve the safety and operations of Powell Boulevard. Safety is improved by minimizing potential conflicts between all users of the street. This is particularly true for pedestrians and cyclists whose travel facilities (sidewalks and bike lanes) are repeatedly disrupted by driveways for vehicle access to individual parcels. Operationally these vehicle access management strategies can effectively decrease congestion and increase capacity of the roadway. This can minimize the cost of transportation improvements needed to provide additional capacity.

A joint and crossover access strategy can be accomplished in steps as properties redevelop or expand their site plans and their parking or service vehicle areas. Individual driveways for two adjacent properties can be closed in favor of a jointly shared driveway, usually located between the buildings. Review of proposed development plans for either should ensure that the site can promote future crossover or consolidated access. The property owners will record an easement with their deeds that allows joint use of the driveway and movement between their respective parking areas. The agreement may also cover cross-access service drives. As more properties redevelop, the strategy can continue to the next set of adjacent properties.

The following diagrams conceptually illustrate such a step-by-step approach. As part of the project, the site development issues, along with any zoning or development code obstacles, have been more fully addressed in the Urban Design Alternatives Technical Memorandum.

**Existing Conditions.** Site access driveways do not meet access spacing requirements and may not align with access points on the opposite side of the street. Additionally, a high number of driveways decrease the safety and operations of Powell Boulevard. By following steps 1–4, the consolidated driveways and crossover easements illustrated below can be achieved.

**Redevelopment of Parcel C.** With redevelopment of Parcel C, an approved site plan should ensure the potential for crossover or consolidated access, including conditional permits for the development of crossover easements with Parcels B and D.
Redevelopment of Parcel D. Through a similar review process, the previously obtained crossover easements would be used to create a consolidated access point for Parcels C and D.

Redevelopment of Parcel A. Redevelopment would include conditional permits for crossover easements with Parcel B.

Redevelopment of Parcel B. Utilizing the previous crossover easements with Parcels A and C, this property could share a consolidated access with Parcel A and have alternative street frontage access through the shared driveway of Parcels C and D.