82nd Avenue High Crash Corridor Project Update
October 2013

Constructed Improvements

Examined and adjusted pedestrian signal timing throughout corridor

Install six pedestrian median islands at the following:
- NE Wygant St
- NE Thompson St
- NE Pacific St
- SE Hawthorne St
- SE Cooper St
- SE Francis St

Sidewalk Infill – west side
- NE Killingsworth to Alberta
- NE Alberta to Wygant
- NE Wygant to Going St
- NE Going St to Prescott
- SE Duke to 318' N of Bybee
- SE Bybee to Ogden – partial

Sidewalk Infill – east side
- NE Alberta to Humboldt
- NE Humbolt to Wygant
- NE Wygant to Going Pl
- NE Going Pl to Prescott
- SE Glenwood to Bybee
- SE Bybee to Knapp

Unfunded Improvements (as of October 2013)

Corridor-wide Improvements
- Install new and larger *street name* signs
- Install new and larger *advance street name* signs ("XX Next Signal")
- Relocate bus stops near ped crossing improvements (TriMet)
- Install speed reader boards
- Access management – barriers or driveway consolidation
- Bike improvements: signage, 80s bikeway as a parallel route
- ADA-compliant curb ramps throughout
- Remove unnecessary signs and poles that obstruct the sidewalk

Point Improvements (north to south)
- Neighborhood Greenway crossings of 82nd
  Islands constructed in 2009 as Phase 1; Phase 2 includes upgrading crossings of 82nd with RRFB's at:
  - NE Wygant St
  - NE Thompson St
  - NE Pacific St
  - SE Hawthorne St
  - SE Cooper Street
- Halsey / Jonesmore / 82nd Ave MAX and bus stops
  - Lighting on MAX platform
  - Curb extensions on 82nd
  - Others – see CPTED Action Plan: 82nd Ave MAX Platform Workgroup May 2007
- Powell
  - Roadway Access Management
  - ODOT Safety Project
  - 80s Neighborhood Greenway crossing of Powell
  - Transit stop enhancements
  - Signal improvements
- Tolman – Crossing improvements for recommended neighborhood greenway

Sidewalk Infill (north to south)
- NE Killingsworth to Alberta – partial (east side)
- SE Duke to Bybee (west side)
- SE Bybee to Ogden (west side)
- SE Lambert to Crystal Springs (east side)

ODOT Funded but Not Yet Constructed Improvements

Division – ODOT bid let 2013; construction 2014
- Problem: signal disrepair and high crash rate
- Fixes being considered:
  - Bus Shelters: TriMet super-sized shelters on NW and SE corners – COMPLETE
  - Bus Stop: TriMet move bus stop on 82nd NB from near-side to far-side to reduce NB turning and rear end crashes.
  - Access Management: driveway closures north of Division; extension of median toward Division
  - Move signal box on NW corner to increase visibility
  - Green signal extension on 82nd (and maybe Division) to address the "dilemma zone"
  - Signal upgrades, including: signal remodel, new ADA ramps, access management, wider sidewalks, new signal equip, audible ped signals, ped count-downs, etc

Stark /Washington – ODOT bid let in 2013; construction 2014 (check with ODOT for latest project schedule)
- Fixes being considered:
  - Improve guide signage for left turn from 82nd onto Washington
  - Access management: driveway closures on 82nd between Stark and Washington
  - Signal upgrades, including: signal remodel, new ADA ramps, access management, wider sidewalks, new signal equip, audible ped signals, ped count-downs, etc

Burnside – ODOT bid let in 2014/15 (Fix-It funding)
- Fixes being considered:
  - New street name signs
  - Interim signal timing changes
  - Signal Upgrade
  - ADA ramps and improvements

Duke – ODOT bid and construction 2015
- Signal upgrades
- New ADA ramps
- Ped count-downs
- *Possibly bus pull-out at one corner but that would require a property take – too early to print*

Sandy – ODOT bid and construction 2015
- Signal upgrades
- New ADA ramps
- Ped count-downs and audible ped signals