



INTERSECTION IMPROVEMENTS TO 82ND AND DIVISION

Adrienne Schaefer-Borrego

SAFETY AND NUMBERS

- ▶ The Portland Highway Crash Corridor Program has identified 82nd as a High Crash Corridor (#16)
- ▶ Busiest transit stop in the TriMet system

Top 5 intersections with TriMet customer ons and offs

| Transit stop locations - intersection | Transit line(s) | Weekly ons and offs at intersection | Monthly vehicle ramp/lift deployment at intersection |
|---------------------------------------|-----------------|-------------------------------------|--|
| 82nd & Division | 4,72 | 17,953 | 401 |
| 82nd & Powell | 9,72 | 17,782 | 379 |
| 82nd & Holgate | 72,17 | 8,771 | 238 |
| Powell MAX Station | Green Line | 6,326 | Not available |
| 82nd & Boise | 72 | 3,084 | 113 |



6 Lanes

Poor walking conditions

Many places to drive in and out

Busiest bus stop in PDX!

OPPORTUNITIES

- ▶ Expansion of PCC campus
- ▶ Many studies and plans for 82nd
- ▶ Neighborhood Prosperity Initiative
- ▶ Neighborhood Associations who are passionate/invested

CHALLENGES

- ▶ ODOT owns the street
- ▶ Bus lines are busy and will need more capacity as population increases
- ▶ High traffic
- ▶ Low funding for street improvement projects

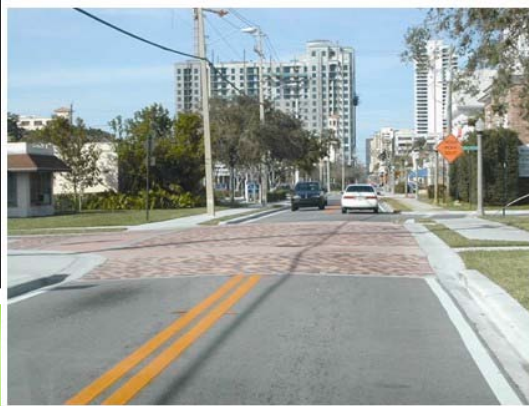
IMPROVING TRAFFIC FLOW

- ▶ Lagging left hand turns or leading pedestrian intervals
- ▶ Bike boxes
- ▶ Couplet



TRAFFIC CALMING

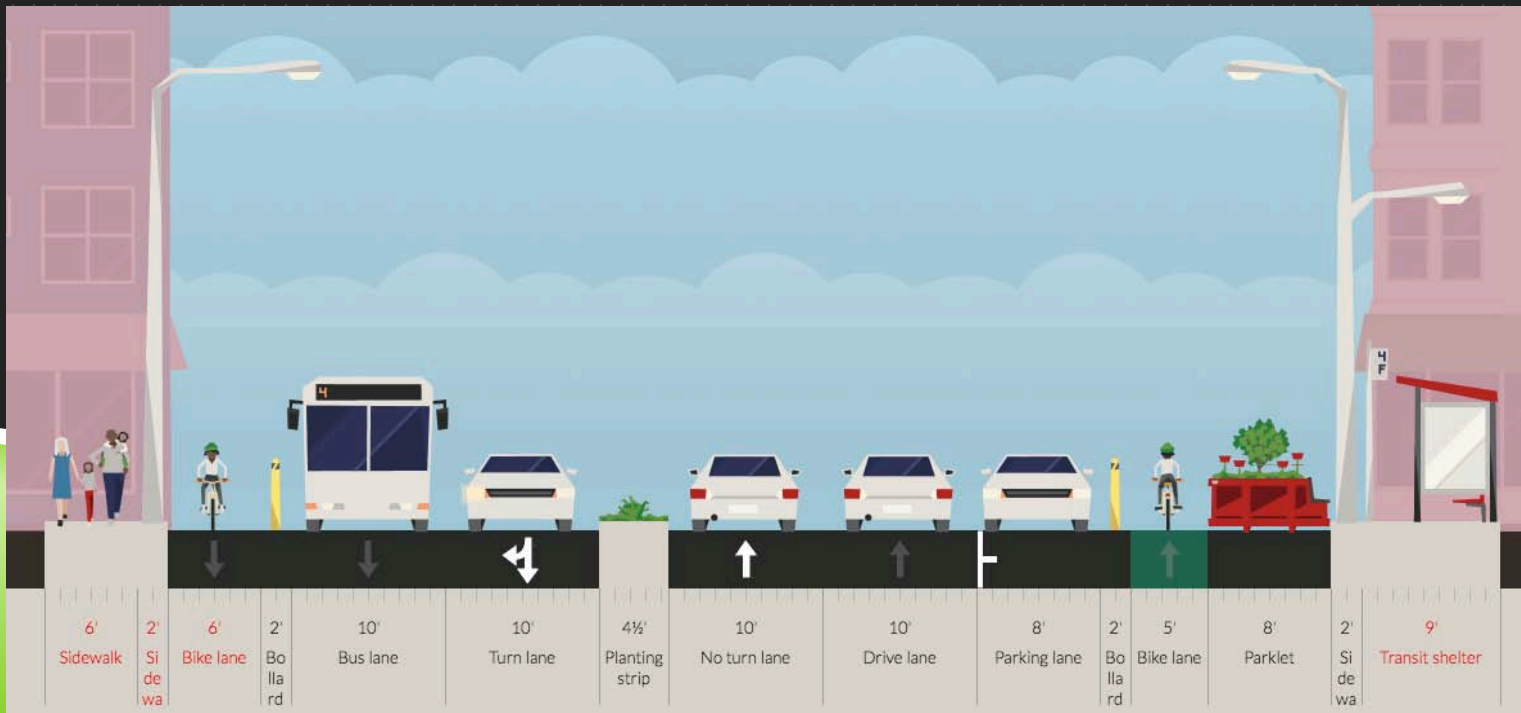
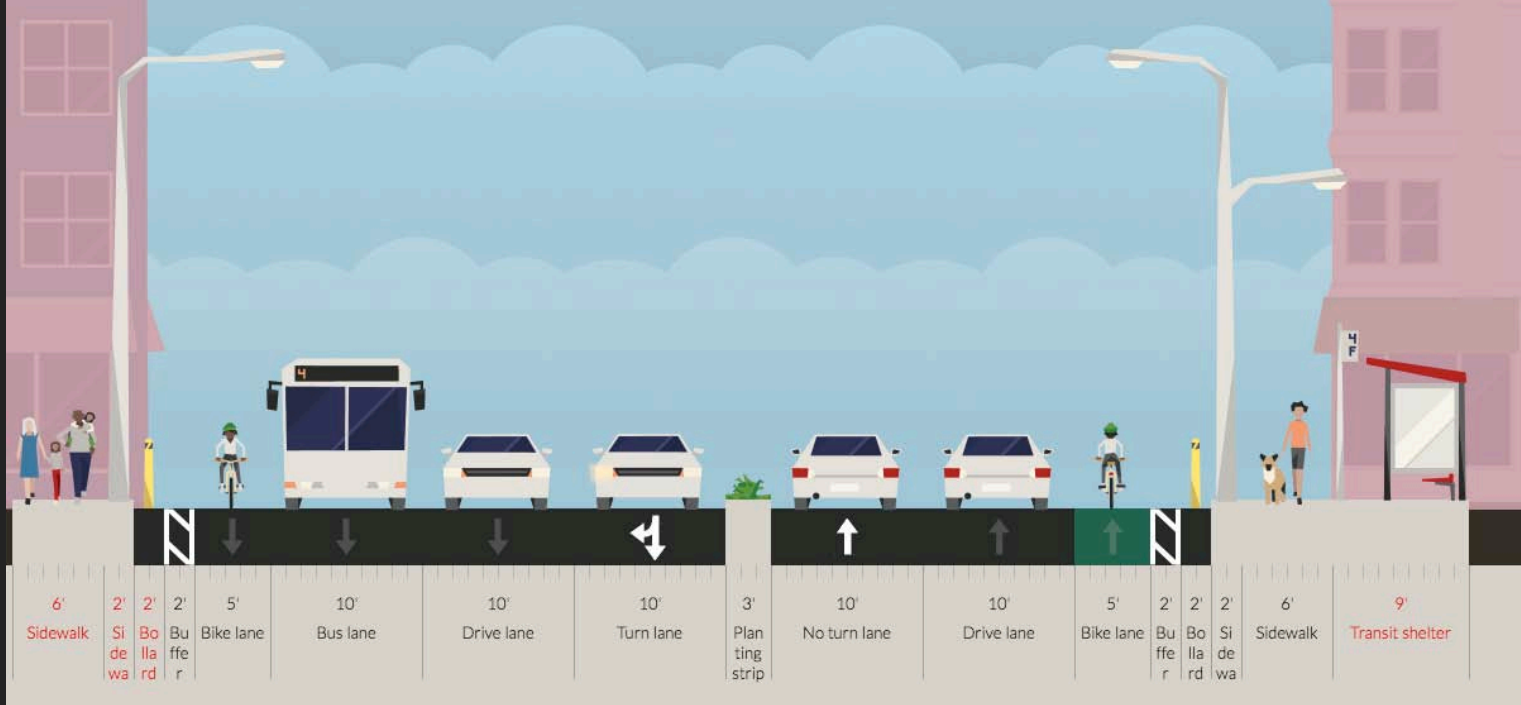
- ▶ Elevated pedestrian crossings
- ▶ Flashing Crossing Signs
- ▶ Road Diet
- ▶ Shorten crossing distances through islands and curb extensions
- ▶ Create buffers between cars and cyclists/peds



PLACEMAKING

- ▶ Public Art
- ▶ Annual Events
- ▶ Mixed Use
- ▶ Bus Stop Improvement
- ▶ Greenery





“IT’S COMPLICATED...”

▶ Road Diet



▶ Placemaking



▶ Median or Island



▶ Leading Pedestrian Interval



LET'S GO DUTCH

City wants ownership...

City knows best what neighborhood needs...

BUT....

82nd needs major investment before the City can take it.

Proposed solution: 1% gas tax to bring urban arterials up to standards so that they can be transferred.

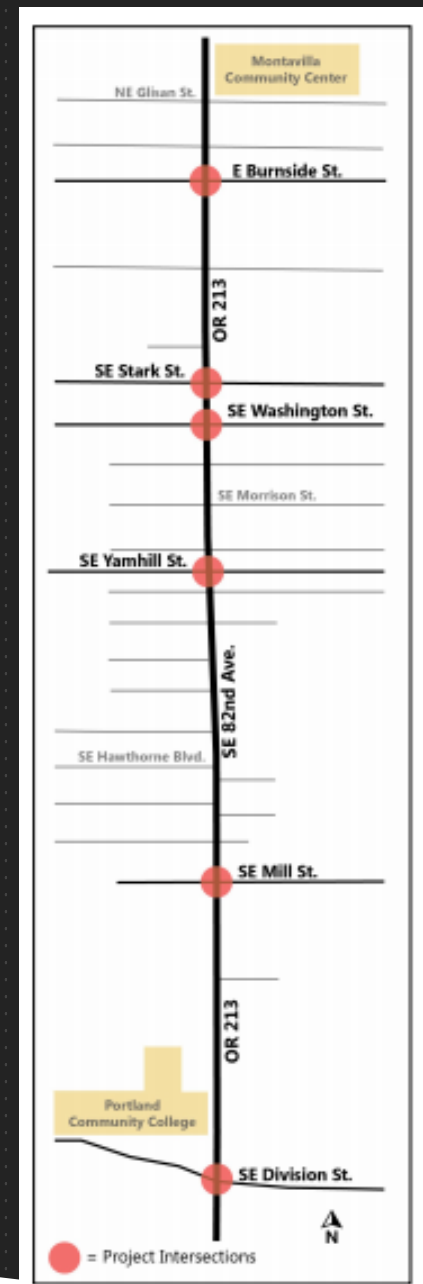
ON THE BRIGHT SIDE

ODOT WORK:







- ▶ Replace outdated traffic signals
- ▶ Adding curb ramps that meet ADA standards
- ▶ New LIGHTING
- ▶ Additional SITE SPECIFIC Improvements
(This could be the good part!)

POSSIBLES: Median Traffic separators, audible ped.
countdown signals, traffic signal detection for bikes

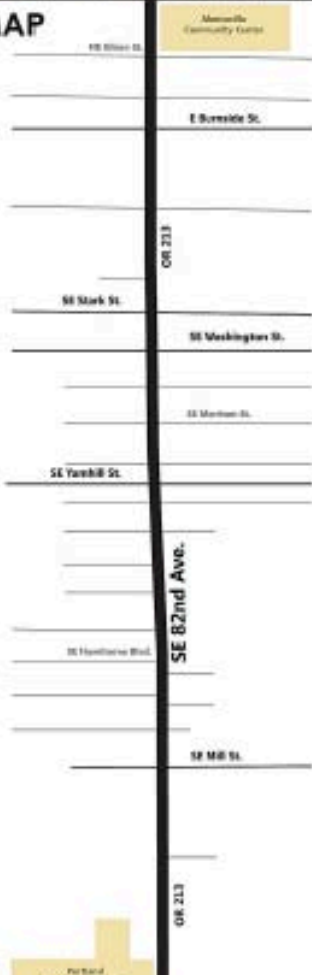
Timeline: Design 2015, Construction 2016



LEGEND FOR PROPOSED SOLUTION

-  Pedestrian Pole
-  Pedestrian Signal Head
-  Traffic Signal Head
-  Signal Pole and Mast Arm
-  New Curb and Sidewalk
-  ADA Pedestrian Ramp

KEY MAP



But what now?

