

8 DESIGN ELEMENTS SANDY - BEECH



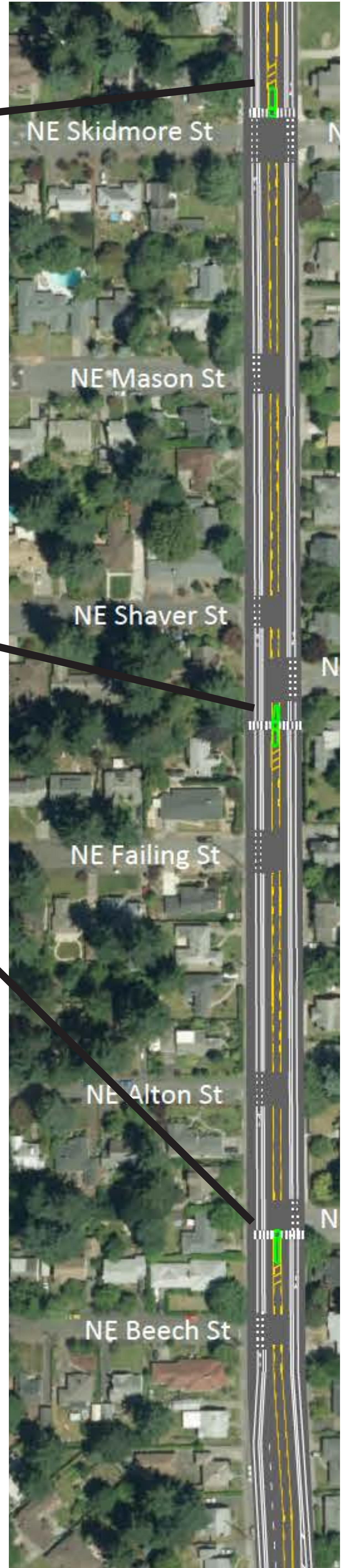
Existing island and RRFB (flashing beacon) at NE Skidmore St.

Existing island and RRFB at NE Wygant St.

Proposed new enhanced crossing at NE Shaver St, slightly offset from the intersection to accommodate left-turning buses.

Proposed new enhanced crossing at NE Beech St.

The road widens to two vehicle lanes northbound before NE Prescott St to accommodate occasional heavy traffic turning onto Sandy. This results in some on-street parking removal from Campaign to Prescott, and no bike lane from Prescott to Sandy.



9 DESIGN ELEMENTS FREMONT INTERSECTION

Southbound traffic has two vehicle lanes through the Fremont intersection to accommodate traffic onto I-84.

Bus platform curb extensions will be added (pending design analysis) to allow for a shorter crossing and reduce dwell time for buses. This includes sidewalk infill and new ADA-compliant ramps, but removes several on-street parking spots.



Double left turn from Fremont to 102nd supports the busiest turning movement and helps to optimize the traffic signal.

Left turn box with loop detector allows southbound bikes to join the two-way bike facility on the other side of the street.

Northbound traffic widens to include a bus and right turn only lane when approaching the Fremont intersection.

Two-way bike traffic on sidewalk to connect with two-way cycle track.

10 DESIGN ELEMENTS FREMONT - MORRIS



Two-way bike traffic on sidewalk to connect with two-way cycle track.

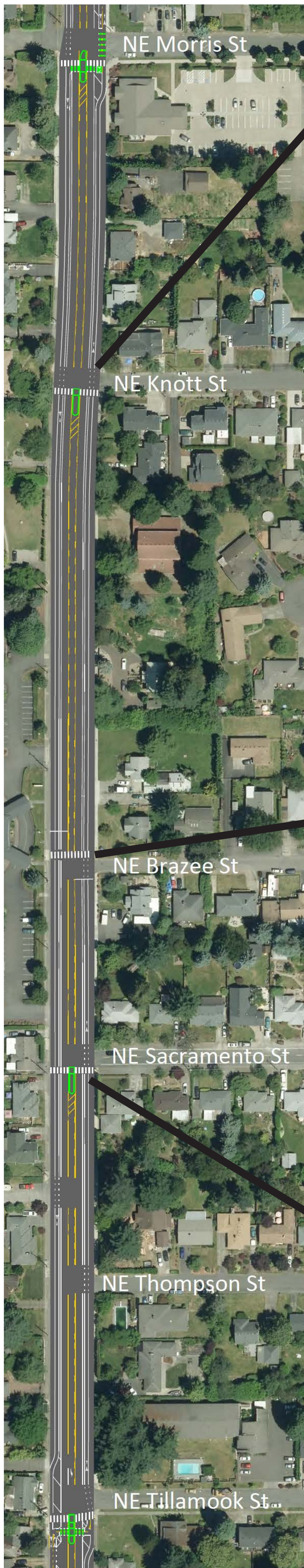
Ramps between sidewalk and two-way protected cycle track along the bridge. One ramp will be ADA compliant and support people with mobility devices who can't use the narrow sidewalk, and another ramp will support bicycle travel.

SB outer lane merges after the I-84 on ramp to transition the street to the three lane configuration.

Stop sign for bikes and paint to support two-way cycle track across NE Morris Ct.

New enhanced crossing at NE Morris St. Includes a bike crossing to support the transition from the two-way bike lane across the street.

11 DESIGN ELEMENTS MORRIS - WEIDLER



Proposed new enhanced crossing at NE Knott St.

Existing crossing with pedestrian island enhanced to support bike crossing for the Tillamook Neighborhood Greenway.

A two-way bike lane connects Bell and Tillamook as part of the greenway. This will remove some on-street parking

Existing signalized crossing at NE Brazee St.

Proposed new enhanced crossing at NE Hancock St.

Proposed new enhanced crossing at NE Sacramento St.

The road widens to two vehicle lanes in each direction north of Weidler. This includes removing some on-street parking on both sides of the street.

