



Just like repairs or upgrades to your house, costs for improvements to the transportation system can range from low to quite high. The costs below are a “price list” based on recent projects in the Portland metro area. While actual projects costs on 82nd Avenue would be different, the costs below can help community members compare costs among different project types.

Signal upgrade/modification

Signal changes to improve safety for vulnerable users



\$1 - \$1.5 million
Upgrade or modify signal to increase safety for all modes at signalized

intersections. Signals can prioritize pedestrian or bicycle riders or buses by extending a green signal, shortening a cycle, or allowing vulnerable users to cross ahead of vehicles.

Increase sidewalk areas at corners

Create more space for pedestrians near intersections



\$55 - \$100k
Create wider sidewalks at intersections for a more comfortable pedestrian space.

Wider sidewalks give people space to wait and pass each other on the sidewalk and can work with high traffic transit stops

Enhanced pedestrian crossing

Crossing improvements at unsignalized intersections



\$100 - \$150k
Enhanced pedestrian crossings increase visibility for vulnerable users at mid-block locations. Enhanced crossings are usually accompanied by advisory signs

and pedestrian-activated flashing beacons. Pedestrian islands reduce pedestrian crossing distance.

Sidewalk infill

Corridor safety and accessibility improvements



\$10 - \$15 ft² / 10 foot gap: \$1,200 - \$1,800
Build sidewalks where there are not sidewalks today, or improving a sidewalk that is not

built to current standards.

Sidewalk enhancement

Corridor safety and accessibility improvements

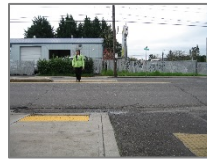


\$8 - \$15 ft²
150 ft frontage: \$7,200 - \$27,000
Sidewalk enhancements (widening or landscaping), can make walking feel safer and more

pleasant. They enliven storefronts or other community gathering places. Landscaping strips and other amenities create separation for pedestrians while also calming traffic.

Curb ramps

Corridor safety and accessibility improvements



\$50k per corner
Curb ramps ease transitions between the sidewalk and the street that are navigable by people using mobility devices.

Curb ramps are required under the Americans with Disabilities Act (ADA).



Medians (planted or concrete)

Corridor safety and accessibility improvements



\$18 - \$25 ft²

Medians increase safety by restricting turning movements that contribute to collisions

among vehicles, pedestrians, and bicycles. Medians can be concrete or planted with low vegetation.

Pedestrian-scale street lighting

Corridor safety and accessibility improvements



\$8 - \$12k per pole

Pedestrian-scale lighting is closer to the ground with lights that are closely spaced to create even illumination.

Usually features a white light, rather than a yellow light which is more welcoming to pedestrians. The presence of pedestrian-scale lighting also signals that drivers should expect pedestrians in the area.

Concrete bus pads

Transit stop improvements



\$50 - \$80k

Concrete bus pads are laid into asphalt roadways at bus stops because concrete is more durable and requires less

maintenance. Bus stops with pads are more comfortable for riders because the concrete pad demarcates the pedestrian area.

Shelters/weather protection

Transit stop improvements



\$10 - \$20k

Bus shelters offer weather protection with roofs and sidewalls to protect riders from rain and wind. Shelters improve

the experience of transit riders and can include other amenities such as schedules or real time arrival information.

Roadway maintenance

Roadway upgrades



\$750k per block (250' centerline to centerline)

\$115.6 million for all 7.3 miles

General maintenance helps preserve the life of a roadway,

increase comfort of those traveling on the roadway, and save automobile operators money on repairs to their vehicles from degraded roadways.

Maintenance includes activities such as crack sealing, seal coat surfacing, and skip paving.

Reconstruction of roadway

Roadway upgrades



\$2.8 - \$3 million per block

\$432 - \$463 million for all 7.3 miles

Reconstruction can involve moving curbs to change the

geometry or cross section of the roadway, to widen shoulders, to add lanes, or to alter the roadway width.