

ODOT crossing closures in Region 1

(March 22, 2023)

We build safe spaces for people to walk or roll across our highways. Bringing curb ramps up to accessibility standards and closing unsafe and inaccessible crossings are tools we use to meet these standards. In Oregon, every intersection is a crossing unless marked otherwise. This means that if a crossing is open, it should meet our safety and accessibility standards. We are upgrading 26,000 curb ramps statewide by 2032. In some locations that have been identified as unsafe and inaccessible, our crews plan to install “crossing closed” signs throughout 2023.

The graphics below show some types of situations where crossings are closed. In some cases it only impacts one crossing at an intersection, in other cases there is a safe crossing nearby. Sometimes there is a barrier in the middle of the crossing making it impassable.

No marked crossings are closing and many noted below are just one leg of an intersection.



Highway	Cross Street	City	Crossing	Criteria	Proximity to Open Crossing
I-205	NE Airport Way SB Ramps	Portland	Easterly across Airport Way	Signal was designed with the eastern crossing closed and there is no equipment for this crossing. Crossing functionally closed. Formalizing closure.	150 feet to the West.
I-205	NE Airport Way NB Ramps	Portland	Westerly across Airport Way and northerly across I-205 ramp	Signal was designed with the western and northern crossing closed and there is no equipment for these crossings. Crossings functionally closed. Formalizing closure.	125 feet to the East. There isn't a pedestrian facility on the north side, but for that crossing another is 850 feet to the West.
I-205	82nd Dr at Oatfield Rd (Princeton Ave)	Clackamas County	Northerly across 82nd Dr	Signal was designed with the northern crossing closed and there is no equipment for this crossing. Crossing functionally closed. Formalizing closure.	100 feet to the South.
I-205	SE 97th Ave at Sunnybrook Blvd	Clackamas County	Westerly across Sunnybrook	Signal was designed with the western crossing closed, and there is no equipment for this crossing. Crossing functionally closed. Formalizing closure. Median obstruction along Sunnybrook Rd.	125 feet to the East.

Highway	Cross Street	City	Crossing	Criteria	Proximity to Open Crossing
I-405	W Burnside St ramp	Portland	Northerly across 14th and westerly across Burnside	Signal was designed with northern and western crossings closed, and there is no equipment for this crossing. No pedestrian access.	100 feet to the East and 400 feet to the West.
I-405	NW Couch St ramp at I-405 NB on-ramp	Portland	Easterly, westerly, southerly, and middle across Couch	Lack of pedestrian facilities or shoulders in the SW and SE corners of this intersection. The closure of these crossings is not expected to result in any out-of-direction pedestrian travel with the existing pedestrian network and land uses in the area.	200 feet to the East. There are not any pedestrian facilities on the south side of Couch St Bridge.
I-405	NW 15th Ave. ramp at Couch & I-405 SB Off-ramp	Portland	Southerly across 15th and Easterly across Couch	Lack of pedestrian facilities or shoulders in the SW and SE corners of this intersection. The closure of these crossings is not expected to result in any out-of-direction pedestrian travel with the existing pedestrian network and land uses in the area.	125 feet to the West. There are not any pedestrian facilities on the south side of Couch St Bridge.
I-405	NW 16th Ave. ramp at Glisan & I-405 SB off-ramp	Portland	Southerly across 16th	Lack of pedestrian facilities and destinations, and a steep drop-off to the Stadium Freeway (I-405) on the southeast corner of the intersection.	400 feet to the East. There are not any pedestrian facilities on the south side of Glisan St Bridge.
I-405	NW Glisan St. ramp at 16th Ave & I-405 SB off-ramp	Portland	Easterly across NW Glisan St	Signal was designed with eastern crossing closed, and there is no equipment for this crossing. Southern corner is blocked by guardrail.	80 feet to the West.
I-405	N. Kerby Avenue ramp	Portland	Westerly across N Kerby Ave	Median obstruction in middle of highway with no cut-throughs.	200 feet to the East.
I-405	SW Broadway Rd at SW 5th & 6th Ave ramp	Portland	Westerly across Broadway Slip Lane to 6th and easterly crossing Broadway at 5th	Signal was designed with the eastern and western crossing closed, and there is no equipment for these crossings.	70 feet to the Southeast and 140 feet to the Northwest.
I-405	SW Montgomery St ramp	Portland	Southerly across I-405 entrance ramp and easterly across Montgomery	Signal was designed with the eastern and southern crossing closed, and there is no equipment for these crossings. Crossing functionally closed. Formalizing closure.	50 feet to the North and 50 feet to the East.
I-5	N Columbia Blvd ramp	Portland	Westerly across N Columbia Blvd	Signal was designed with western crossing closed, and there is no equipment for this crossing.	175 feet to the East.
I-5	N Hayden Island Dr ramp & I-5 NB Off-ramp	Portland	Southerly across N Hayden Island Dr	Signal was designed with the southern crossing closed, and there is no equipment for this crossing. The crossing is currently signed as closed and there is a median obstruction at this location.	100 feet to the North.
I-5	Nyberg Street SB ramps	Tualatin	Westerly across Nyberg and I-5 ramp and southerly across I-5 ramp	Signal was designed with the western and southern crossing closed, and there is no equipment for these crossings.	700 feet to the West and 700 feet to the East.

Highway	Cross Street	City	Crossing	Criteria	Proximity to Open Crossing
I-5	SW Lower Boones Ferry Rd NB ramps	Tualatin	Easterly across Lower Boones Ferry	Signal was designed with the eastern crossing closed, and there is no equipment for this crossing. Crossing functionally closed. Formalizing closure. Dual right-turn and dual left-turn conflicts.	450 feet to the East.
I-5	Carman Dr NB ramps	Clackamas County	Westerly across Upper Boones Ferry	Signal was designed with the western crossing closed, and there is no equipment for this crossing. Crossing functionally closed. Formalizing closure. Dual right-turn conflicts.	150 feet to the Northeast.
I-84	NE Cesar E Chavez Blvd ramp & I-84 EB off-ramp	Portland	Northerly across Cesar Chavez	Signal was designed with the northern crossing closed, and there is no equipment for this crossing. Dual left-turns on interior of interchange.	75 feet to the South.
I-84	NE 122nd Ave. ramp	Portland	Northerly across 122nd	Lack of pedestrian destinations between intersections.	125 feet to the North.
I-84	NE 33rd Ave. ramp	Portland	Westerly across I-84 ramp and northerly across 33rd Ave	Signal was designed with western and northern crossings closed, and there is no equipment for these crossings. Bridge deck too narrow on NW corner for ADA compliant curb ramps.	75 feet to the East and 100 feet to the North.
I-84	NE 181st Ave both EB & WB ramps	Gresham	Southerly across 181st	Signal was designed with the southern crossing closed, and there is no equipment for this crossing. Dual right-turn conflict.	100 feet to the North.
I-84	NE Marine Dr ramp	Troutdale	Southerly across Marine Dr and easterly across NW Frontage	Lack of pedestrian destinations, lack of sidewalk, existing closures and lack of pedestrian signaling equipment.	75 feet to the North and 100 feet to the West.
OR 10/ Farmington Rd	OR 217 NB ramps	Beaverton	Westerly across OR 10	Signal was designed with the western crossing closed, and there is no equipment for this crossing. Crossing functionally closed. Formalizing closure.	75 feet to the East.
OR 10/ Farmington Rd	OR 217 SB ramps	Beaverton	Easterly across OR 10	Signal was designed with the eastern crossing closed, and there is no equipment for this crossing. Crossing functionally closed. Formalizing closure.	75 feet to the West.
OR 10/ Farmington Rd	SW 198th Ave.	Washington County	Westerly across Farmington Rd	Signal was designed with the western crossing closed, and there is no equipment for this crossing. Crossing functionally closed. Formalizing closure.	125 feet to the West.
OR 10/ Farmington Rd	SW 110th Ave	Beaverton	Easterly across OR 10	Median obstructions across OR 10 including raised curbs and concrete or landscaped pedestrian islands	75 feet to the East.
OR 127/ Cornelius Pass Rd.	NE Wagon Dr.	Hillsboro	Southerly across Cornelius Pass Rd	Signal was designed with the southern crossing closed, and there is no equipment for this crossing. Crossing functionally closed. Formalizing closure.	125 feet to the North.

Highway	Cross Street	City	Crossing	Criteria	Proximity to Open Crossing
OR 210/Boones Ferry Rd	I-5 Southbound Off-Ramp	Wilsonville	Westerly and easterly across Boones Ferry	Signal was designed with the eastern and western crossings closed, and there is no equipment for this crossing.	500 feet to the West.
OR 210/Boones Ferry Rd	I-5 Northbound Off-Ramp	Wilsonville	Westerly and easterly across Elligsen	Signal was designed with the eastern and western crossings closed, and there is no equipment for this crossing.	550 feet to the East.
OR 210/Hall Boulevard	SW Cascade Ave	Beaverton	Northerly across OR 217 ramps	Signal was designed with the northern crossing closed, and there is no equipment for this crossing. Will be opened after improvements made by OR 217 Auxiliary Lanes project.	100 feet to the South.
OR 210/Hall Boulevard	SW Hunziker St/SW Scoffins St.	Tigard	Middle between Hunziker & Scoffins across OR 141	Signal was designed with the middle crossings closed, and there is no equipment for this crossing.	80 feet to the South and 90 feet to the North.
OR 210/Hall Boulevard	SW Burnham St.	Tigard	Northerly across OR 141	Signal was designed with the northern crossing closed, and there is no equipment for this crossing. Crossing functionally closed. Formalizing closure.	100 feet to the North.
OR 210/Hall Boulevard	SW McDonald St.	Tigard	Northerly across OR 141	Signal was designed with the northern crossing closed, and there is no equipment for this crossing. Crossing functionally closed. Formalizing closure.	80 feet to the North.
OR 210/Hall Boulevard	SW Durham Rd.	Tigard	Easterly across OR 141	Signal was designed with the eastern crossing closed, and there is no equipment for this crossing. Crossing functionally closed. Formalizing closure.	100 feet to the West.
OR 210/Scholls Ferry Rd	OR 217 ramp NB Ramp	Beaverton	Southerly across Scholls Ferry	Lack of pedestrian destination and reduced visibility of pedestrians due to dual left-turn lanes.	100 feet to the North.
OR 210/Scholls Ferry Rd	SW Cascade Ave.	Beaverton	Northerly across Scholls Ferry	Signal was designed with the northern crossing closed, and there is no equipment for this crossing. Crossing functionally closed. Formalizing closure.	150 feet to the North.
OR 211	Molalla Forest Road	Molalla	Easterly across OR 211 and southerly across Mollala Forest Rd	There are pedestrian facilities on the South-west corner of the intersection with a new shared use path open on the north side of OR 211. The preferred pedestrian path is to cross on the west side of the intersection to the shared use path and walk along it. So the eastern and southern crossings were closed.	75 feet to the West and 50 feet to the North.
OR 212	SE Richey Rd.	Unincorporated	Easterly across OR 212	Pedestrian facility on the north side of the highway.	100 feet to the West.
OR 212	SE Wally Rd.	Unincorporated	Southerly across OR 212	Signal queues and operation associated with the nearby traffic signal at SE Richey Road.	75 feet to the North.
OR 212	I-205 Southbound Ramps	Clackamas County	Westerly across OR 212	Signal was designed with the crossings closed, and there is no equipment for these crossings. Crossings functionally closed. Formalizing closures. Median obstruction exists.	150 feet to the West.

Highway	Cross Street	City	Crossing	Criteria	Proximity to Open Crossing
OR 212	I-205 Northbound Ramps	Clackamas County	Easterly across OR 212	Signal was designed with the crossings closed, and there is no equipment for these crossings. Crossings functionally closed. Formalizing closures. Dual right-turn lanes.	125 feet to the West.
OR 213	NE Pacific St	Portland	Northerly across OR 213	To encourage pedestrians to use the southern crossing at this intersection which is improved with signage, markings, and a pedestrian-activated flashing beacon.	60 feet to the South.
OR 213	SE Liebe St	Portland	Southerly across OR 213	To reduce multiple conflict points associated with this crossing and concerns related to queues extending from the nearby signalized intersection at SE Raymond.	50 feet to the North.
OR 213	SE Raymond St	Portland	Northerly across OR 213	High left turn traffic volumes. Pedestrians may cross OR 213 at the southern crossing of Raymond St for safety reasons.	50 feet to the North.
OR 213	SE Ellis St	Portland	Northerly and southerly across OR 213	High traffic volumes and preferred crossing at Foster for safety reasons.	75 feet to the North and 125 feet to the North.
OR 213	SE Cornwell Ave.	Unincorporated	Northerly across OR 213	Potential for high-risk conflicts in the central turning lane and high traffic volumes.	50 feet to the North and 50 feet to the South.
OR 213	SE Sunnyside Dr	Unincorporated	Northerly and southerly across 82nd Ave	Conflicts associated with queues extending from a nearby signalized intersection, the presence of a traffic separator, and the presence of preferred signalized crossings to the North and South of this intersection.	325 feet to the South and 400 feet to the South.
OR 213	Prairie Schooner Way (Clackamas River Dr)	Oregon City	Northerly and southerly across OR 213	Signal was designed with these crossings closed, and there is no equipment for this crossing. There is median barrier running down the middle of the highway, restricting vehicle and pedestrian travel across the highway at this intersection (jughandle intersection). Crossings functionally closed. Formalizing closures.	1,800 feet to the South or 2,000 feet under the freeway via the roundabout connection on Washington St.
OR 213	Redland Rd.	Oregon City	Northerly across OR 213	Signal was designed with the northern crossing closed, and there is no equipment for this crossing. Crossing functionally closed. Formalizing closure.	125 feet to the South.
OR 217	SW Greenburg Road NB and SB Ramps	Tigard	Northerly across Greenburg	Lack of pedestrian destinations to the East, heavy left turn volumes, and the presence of a preferred nearby crossing.	100 feet to the South for both.
OR 217	SW Bangy Rd./I-5 Northbound Ramps	Lake Oswego	Northerly across OR 217 ramp and westerly across Kruse Way	Signal was designed with the northern and western crossings closed, and there is no equipment for these crossings. Westerly crossing functionally closed. Formalizing closure.	100 feet to the South and 125 feet to the East.

Highway	Cross Street	City	Crossing	Criteria	Proximity to Open Crossing
OR 217	SW Barnes Rd./U.S. 26 WB On-Ramp	Beaverton	Westerly across EB slip lane, Easterly across U.S. 26 WB ramp, easterly across Barnes Rd, southerly across OR 217 SB ramp, southerly across OR 217 NB ramp	Signal was designed with the crossings closed, and there is no equipment for these crossings. Crossings functionally closed. Formalizing closures.	700 feet to the East.
OR 224	SE Rusk Rd	Unincorporated	Easterly across Milwaukie Expressway	Lack of pedestrian destinations, and the presence of a preferred nearby crossing.	150 feet to the West.
OR 224	SE Pheasant Ct.	Clackamas County	Westerly across OR 224	Signal was designed with the western crossing closed, and there is no equipment for this crossing.	100 feet to the East.
OR 224	SE Johnson Rd.	Clackamas County	Easterly across OR 224	Signal was designed with the eastern crossing closed, and there is no equipment for this crossing. Crossing functionally closed. Formalizing closure.	125 feet to the West.
OR 224	SE 37th Avenue	Milwaukie	Northerly across 37th and westerly across International	Concrete barrier, guardrail, or retaining wall interrupts a crossing's pedestrian access route.	50 feet to the South.
OR 281/13th St	May St.	Hood River	Easterly across OR 281	Signal was designed with the eastern crossing closed, and there is no equipment for this crossing. Crossing functionally closed. Formalizing closure.	75 feet to the West.
OR 43	SW Gaines St East and west of I-5	Portland	Northerly and southerly across OR 43	Median obstruction in middle of highway with no cut-throughs.	This is a connection to the freeway frontage road. There are not any crossings for this location since there are no pedestrian facilities on the east side of the frontage road to the West of I-5 and there are not any crossings for this location since there are not pedestrian facilities on the West side of the frontage road to the East of I-5.
OR 43	SW Abernethy St East of I-5	Portland	Southerly across Macadam	Concrete barrier, guardrail, or retaining wall interrupts a crossing's pedestrian access route.	This is a connection to the freeway frontage road, there are not any crossings for this location since there are no pedestrian facilities on the west side of the frontage road.

Highway	Cross Street	City	Crossing	Criteria	Proximity to Open Crossing
OR 43	SW Hood Ave	Portland	Northerly across OR 43	Concrete barrier, guardrail, or retaining wall interrupts a crossing's pedestrian access route.	This is a connection to the freeway frontage road, there are not any crossings for this location since there are no pedestrian facilities on the east side of the frontage road to the West of I-5.
OR 43	SW Hamilton Ct	Portland	Northerly across Macadam	Signal was designed with the northern crossing closed, and there is no equipment for this crossing.	50 feet to the South.
OR 43	SW Taylors Ferry Rd (SW Miles St)	Portland	Southerly across Macadam and westerly across Taylors Ferry/Miles	Signal was designed with the southern and western crossings closed, and there is no equipment for these crossing. Crossing functionally closed. Formalizing closure.	75 feet to the North and 90 feet to the East.
OR 43	Sellwood Bridge	Portland	Easterly across Sellwood Br	Signal was designed with the eastern crossing closed, and there is no equipment for this crossing. Crossing functionally closed. Formalizing closure.	200 feet to the West.
OR 43	SW Curry St	Portland	Northerly and southerly across OR 43	Lack of pedestrian destinations and median obstruction.	This is a connection to the freeway frontage road, there are not any crossings for this location since there are not pedestrian facilities on the west side of the frontage road to the East of I-5.
OR 43	SW Riverdale Rd	Unincorporated	Northerly across OR 43	Signal was designed with the northern crossing closed, and there is no equipment for this crossing. Crossing functionally closed. Formalizing closure.	60 feet to the South.
OR 43	SW Palatine Hill Rd	Unincorporated	Southerly across OR 43	Signal was designed with the southern crossing closed, and there is no equipment for this crossing. Crossing functionally closed. Formalizing closure.	75 feet to the North.
OR 43	SW Military Rd	Unincorporated	Southerly across OR 43	Signal was designed with the southern crossing closed, and there is no equipment for this crossing. Crossing functionally closed. Formalizing closure.	75 feet to the North.
OR 43	SW Midvale Rd	Unincorporated	Northerly across OR 43	Signal was designed with the northern crossing closed, and there is no equipment for this crossing. Crossing functionally closed. Formalizing closure.	75 feet to the South.
OR 43	McVey Ave (Green St)	Lake Oswego	Northerly across OR 43	Signal was designed with the northern crossing closed, and there is no equipment for this crossing.	100 feet to the South.
OR 43	Hollowell Street	West Linn	Southerly across OR 43	Driveway interrupts a crossing pedestrian access route.	60 feet to the North.
OR 8/TV Highway	SW 107th Ave	Beaverton	Easterly across OR 8	Signal was designed with the eastern crossing closed, and there is no equipment for this crossing.	80 feet to the West.
OR 8/TV Highway	SW Cedar Hills Blvd	Beaverton	Westerly across OR 8	Signal was designed with the western crossing closed, and there is no equipment for this crossing.	70 feet to the East.
OR 8/TV Highway	SW Rose Biggi Ave	Beaverton	Westerly across TV Hwy	Preferred crossing at improved location.	75 feet to the East.

Highway	Cross Street	City	Crossing	Criteria	Proximity to Open Crossing
OR 8/TV Highway	SW Short Ave	Beaverton	Easterly and westerly across TV Hwy	High traffic volume and conflicts with the queues that extend from the nearby signalized intersection.	75 feet and 100 feet to the East.
OR 8/TV Highway	SW 91st Ave	Beaverton	Westerly across Canyon	A driveway interrupts a crossing's pedestrian access route.	90 feet to the East.
OR 8/TV Highway	SW 144th Ave	Beaverton	Easterly and westerly across OR 8	Median obstructions across OR 8 including raised curbs and concrete or landscape pedestrian islands.	330 feet and 250 feet to the West.
OR 8/TV Highway	SW 153rd Dr	Beaverton	Easterly across OR 8	Signal was designed with the eastern crossing closed, and there is no equipment for this crossing.	100 feet to the West.
OR 8/TV Highway	SW 96th Ave (western leg)	Beaverton	Westerly across Canyon	A driveway interrupts a crossing's pedestrian access route.	75 feet to the East.
OR 8/TV Highway	SW 101st Court (western leg)	Beaverton	Westerly across Canyon	A driveway interrupts a crossing's pedestrian access route.	50 feet to the East.
OR 8/TV Highway	SW 103rd Avenue (eastern leg)	Beaverton	Easterly across Canyon	A driveway interrupts a crossing's pedestrian access route.	75 feet to the East.
OR 8/TV Highway	SE Cedar Street (southern leg)	Hillsboro	Southerly across 10th	A driveway interrupts a crossing's pedestrian access route.	75 feet to the North.
OR 8/TV Highway	Entrance to Sunset Esplanade	Hillsboro	Easterly across OR 8	Signal was designed with the eastern crossing closed, and there is no equipment for this crossing. Crossing functionally closed. Formalizing closure.	100 feet to the East.
OR 99E	SE Franklin St	Portland	Northerly and southerly across OR 99E	Concrete barrier, guardrail, or retaining wall interrupts a crossing's pedestrian access route.	2,700 feet to the South and 1,800 feet to the North.
OR 99E	SE Haig St	Portland	Northerly and southerly across OR 99E	Concrete barrier, guardrail, or retaining wall interrupts a crossing's pedestrian access route.	2,100 feet to the South and 2,400 feet to the North.
OR 99E	SE Rhone St	Portland	Northerly and southerly across OR 99E	Concrete barrier, guardrail, or retaining wall interrupts a crossing's pedestrian access route.	1,400 feet to the South.
OR 99E	SE Center St	Portland	Northerly and southerly across OR 99E	Concrete barrier, guardrail, or retaining wall interrupts a crossing's pedestrian access route.	500 feet to the South.
OR 99E	SE Reynolds St	Portland	Northerly and southerly across OR 99E	Concrete barrier, guardrail, or retaining wall interrupts a crossing's pedestrian access route.	700 feet to the North.
OR 99E	SE Long St	Portland	Northerly and southerly across OR 99E	Concrete barrier, guardrail, or retaining wall interrupts a crossing's pedestrian access route.	1,800 feet to the North.

Highway	Cross Street	City	Crossing	Criteria	Proximity to Open Crossing
OR 99E	SE 18th Ave	Portland	Northerly and southerly across OR 99E	Concrete barrier, guardrail, or retaining wall interrupts a crossing's pedestrian access route.	250 feet and 310 feet to the West.
OR 99E	SE Insley Street	Portland	Northerly and southerly across OR 99E	Concrete barrier, guardrail, or retaining wall interrupts a crossing's pedestrian access route.	400 feet to the South.
OR 99E	SE Umatilla St	Portland	Northerly and southerly across OR 99E	Median obstructions across OR 99E including raised curbs and concrete or landscaped pedestrian islands.	500 feet to the North via Tacoma St Br.
OR 99E	SE Jefferson Street	Portland	Northerly and southerly across McLoughlin	Median obstructions across McLoughlin including raised curbs and concrete or landscaped pedestrian islands.	200 feet to the North and 225 feet to the South.
OR 99E	SE Holgate Blvd	Portland	Northerly and southerly across McLoughlin and westerly across Holgate	Signal was designed with northern, southern and western crossings closed, and there is no equipment for this crossing. There is a median obstruction across McLoughlin.	1,000 feet to the North.
OR 99E	SE 7th Street	Portland	Northerly and southerly across McLoughlin	Median obstructions across McLoughlin including raised curbs and concrete or landscaped pedestrian islands.	1,700 feet to the South and 2,800 feet to the North.
OR 99E	NE Winchell Street	Portland	Northerly across MLK	Driveway interrupts a crossing's pedestrian access route.	40 feet to the South.
OR 99E	SE Ochoco St (SE Frontage Rd)	Milwaukie	Southerly across OR 99E	Preferred crossing at alternate location.	80 feet to the North.
OR 99E	SE Jackson Street	Milwaukie	Northerly and southerly across OR 99E	Median obstructions across McLoughlin including raised curbs and concrete or landscaped pedestrian islands.	200 feet to the North and 225 feet to the South.
OR 99E	Oregon City Shopping Center	Oregon City	Northerly and southerly across OR 99E	Median obstructions across McLoughlin including raised curbs and concrete or landscaped pedestrian islands.	200 feet and 275 feet to the South.
OR 99E	I-205 NB and SB Ramps	Oregon City	Northerly and southerly across McLoughlin	Median obstructions across McLoughlin including raised curbs and concrete or landscaped pedestrian islands. No pedestrian equipment.	450 feet to the North and 650 feet to the South.
OR 99E	N Redwood St. (S Sequoia Pkwy)	Canby	Westerly across OR 99E	Signal was designed with the western crossing closed, and there is no equipment for this crossing. Crossing functionally closed. Formalizing closure. Dual left-turns.	125 feet to the East.
OR 99E	S Barlow Rd.	Barlow	Westerly across OR 99E	Signal was designed with the western crossing closed, and there is no equipment for this crossing.	90 feet to the East.

Highway	Cross Street	City	Crossing	Criteria	Proximity to Open Crossing
OR 99E	W Clarendon Street	Gladstone	Northerly across OR 99E	A driveway interrupts a crossing's pedestrian access route.	60 feet to the South.
OR 99W	SW 64th Ave	Portland	Easterly across OR 99W and I-5 NB ramp and southerly across I-5 SB ramp	Lack of pedestrian destinations, conflicts associated with a required two-stage crossing and the presence of a preferred nearby crossing at west leg.	75 feet to the West and 200 feet to the North.
OR 99W	SW 65th Ave	Tigard	Easterly and westerly across OR 99W	Presence of queues extending from the nearby signalized intersection, conflicts associated with the merging/diverging areas, and wide cross-section.	200 feet and 250 feet to the East.
OR 99W	SW 74th Ave	Tigard	Westerly across OR 99W	Visibility concerns, conflicts associated with the existing dual left turn lanes and the presence of a preferred nearby crossing.	100 feet to the East.
OR 99W	SW Pfaffle Rd	Tigard	Easterly and westerly across OR 99W	Median obstruction at both of these locations.	400 feet and 450 feet to the West.
OR 99W	SW Warner Ave (SW Garden Pl)	Tigard	Easterly and westerly across OR 99W	Median obstruction at both of these locations.	250 feet to the East and 300 feet to the West.
OR 99W	SW 87th Ave	Tigard	Easterly and westerly across OR 99W	Presence of an existing median barrier that obstructs these crossings, conflicts associated with the center left turn lane, and very high traffic volumes.	225 feet to the East and 275 feet to the East.
OR 99W	SW Frewing St	Tigard	Northerly across OR 99W	Presence of a driveway within the crossing and the presence of preferred nearby crossings.	70 feet to the South.
OR 99W	Entrance to Tigard Marketplace	Tigard	Southerly across OR 99W	Visibility concerns, conflicts associated with the existing dual left turn lanes and the presence of a preferred nearby crossing.	100 feet to the North.
OR 99W	SW 116th Ave (SW Durham Rd.)	Tigard	Southerly across OR 99W	Signal was designed with the southern crossing closed, and there is no equipment for this crossing. Crossing functionally closed. Formalizing closure. Median obstruction.	100 feet to the North.
OR 99W	SW Cipole Rd	Tualatin	Northerly across OR 99W	Signal was designed with northern crossing closed, and there is no equipment for this crossing.	125 feet to the East.
OR 99W	SW Edy Rd	Sherwood	Westerly across OR 99W	Signal was designed with the western crossing closed, and there is no equipment for this crossing. Crossing functionally closed. Formalizing closure. Median obstruction.	150 feet to the East.
OR 99W	SW Gaarde Street	Tigard	Northerly and southerly across OR 99W	Median obstruction at both of these locations.	250 feet and 300 feet to the North.
OR 99W	SW Beef Bend Rd.	Tigard	Northerly across OR 99W	Signal was designed with the northern crossing closed, and there is no equipment for this crossing. Crossing functionally closed. Formalizing closure.	100 feet to the South.

Highway	Cross Street	City	Crossing	Criteria	Proximity to Open Crossing
OR 99W	SW Water Ave	Portland	Both northern and southern crossings across SW Barbur Blvd	There is guardrail on the western side of the highway, along with a secondary approach highway, leading to a wall with a fence that has no shoulder facility.	550 feet to the North.
OR 99W	SW Thomas St	Portland	Both northern and southern crossings across SW Barbur Blvd	There is guardrail on the western side of the highway, along with a secondary approach highway, leading to a wall with a fence that has no shoulder facility.	650 feet to the North.
OR 99W	SW Lowell St	Portland	Both northern and southern crossings across SW Barbur Blvd	There is guardrail on the western side of the highway, along with a secondary approach highway, leading to a wall with a fence that has no shoulder facility.	550 feet to the South.
OR 99W	SW 4th Ave	Portland	Both eastern and western crossings across SW Barbur Blvd	Median obstruction in middle of highway with no cut-throughs along with a wall on the north side.	400 feet to the East.
OR 99W	SW 5th Ave	Portland	Both eastern and western crossings across SW Barbur Blvd	Median obstruction in middle of highway with no cut-throughs along with a wall on the north side.	430 feet to the West.
OR 99W	SW Taylors Ferry Rd	Portland	Eastern crossing across SW Barbur Blvd	Signal was recently constructed and designed with the eastern crossing closed. There is no equipment for the eastern crossing.	415 feet to the East.
OR 99W	SW Meade St	Portland	Both northern and southern crossings across SW Naito Pkwy	There is both guardrail and grade separation from the highway to Meade St on both the east/west side of the highway.	240 feet to the South.
OR 99W	SW Hamilton St.	Portland	Southerly crossing across SW Barbur Blvd	Signal was designed with the southern crossing closed, and there is no equipment for the southern crossing. There is also a median obstruction at this location.	70 feet to the North.
OR 99W	SW Brier Place	Portland	Northerly and southerly across SW Barbur Blvd	Median obstruction in middle of highway with no cut-throughs.	770 feet to the South.
OR 99W	SW Bancroft Street	Portland	Northerly and southerly crossing across SW Barbur Blvd	Median obstruction in middle of highway with no cut-throughs.	570 feet to the South.

Highway	Cross Street	City	Crossing	Criteria	Proximity to Open Crossing
OR 99W	SW 2nd Avenue	Portland	Easterly and westerly across SW Barbur Blvd	Median obstruction in middle of highway with no cut-throughs.	235 feet to the West.
OR 99W	SW 5th Avenue	Portland	Westerly across SW Barbur Blvd	Median obstruction in middle of highway with no cut-throughs.	430 feet to the West.
OR 99W	SW Multnomah Blvd.	Portland	Easterly and westerly across SW Barbur Blvd	Median obstruction in middle of highway with no cut-throughs.	280 feet to the East.
OR 99W	Custer Street	Portland	Easterly and westerly across SW Barbur Blvd	Median obstruction in middle of highway with no cut-throughs.	375 feet to the West.
OR 99W	SW Curry Street	Portland	Northerly and southerly across SW Naito Pwky	Median obstruction in middle of highway with no cut-throughs.	240 feet to the South.
OR 99W	SW Bertha Blvd	Portland	Easterly and southerly crossing	Signal was designed with the eastern and southern crossing closed, and there is no equipment for the eastern and southern crossing. The southern crossing is functionally closed. Formalizing closure.	95 feet to the West and 90 feet to the North.
OR 99W	SW Barbur Ct. (south of SW 26th Way)	Portland	Northerly crossing across Barbur Blvd	Median obstruction in middle of highway with no cut-throughs.	50 feet to the Southwest.
SW 72nd Ave	SW Hunziker St.	Tigard	Northerly across 72nd	Signal was designed with the northern crossing closed, and there is no equipment for this crossing. Crossing functionally closed. Formalizing closure.	110 feet to the South.
SW 72nd Ave	SB OR 217 Ramps/SW Varns St.	Tigard	Northerly across 72nd	Signal was designed with the northern crossing closed, and there is no equipment for this crossing.	80 feet to the South.
U.S. 26/Powell Blvd	SE 8th Avenue	Portland	Easterly & westerly crossings	Median island in the middle of the highway with no cut-throughs.	190 feet to east Ped Bridge.
U.S. 26/Powell Blvd	SE 11th Avenue	Portland	Easterly across SE Powell Blvd	Median island in the middle of the highway with no cut-throughs.	90 feet to the East.
U.S. 26/Powell Blvd	SE Milwaukie Ave	Portland	Easterly across SE Powell Blvd	Signal was designed with eastern crossing closed, there is no equipment for the eastern crossing so was officially closed.	75 feet to the West.
U.S. 26/Powell Blvd	SE 13th Avenue	Portland	Easterly and westerly across SE Powell Blvd	Median island in the middle of the highway with no cut-throughs.	150 feet to the West.

Highway	Cross Street	City	Crossing	Criteria	Proximity to Open Crossing
U.S. 26/Powell Blvd	SE 20th Ave	Portland	Westerly across SE Powell Blvd	Median barrier down the middle of the highway with no cut-throughs.	330 feet to the East.
U.S. 26/Powell Blvd	SE 22nd Avenue	Portland	Westerly across SE Powell Blvd	No receiving ramp could be constructed due to permitted driveway access.	65 feet to the East.
U.S. 26/Powell Blvd	SE 36th Ave (SE 36th Pl)	Portland	Easterly across SE Powell Blvd	Median island in the middle of the highway with no cut-throughs.	75 feet to the West.
U.S. 26/Powell Blvd	SE 42nd Ave (SE 43rd Ave)	Portland	Westerly across SE Powell Blvd	Signal was designed with eastern crossing closed, there is no equipment for the eastern crossing so was officially closed.	55 feet to the East.
U.S. 26/Powell Blvd	SE 45th Ave	Portland	Westerly across SE Powell Blvd	There is an enhanced crossing on the eastern side, with illumination, signing, and median island. We want to encourage users to use the enhanced crossing so the western crossing was officially closed.	50 feet to the East.
U.S. 26/Powell Blvd	SE 47th Ave	Portland	Westerly across SE Powell Blvd	Signal was designed with western crossing closed, there is no equipment for the western crossing so was officially closed.	115 feet to the East.
U.S. 26/Powell Blvd	SE 57th Ave	Portland	Easterly and westerly across SE Powell Blvd	There is an enhanced crossing on the eastern side, with illumination, signing, and median island. We want to encourage users to use the enhanced crossing so the crossings at 57th were officially closed.	120 feet to the East.
U.S. 26/Powell Blvd	SE 61st Ave	Portland	Westerly across SE Powell Blvd	The western crossing was closed to encourage users to use the eastern crossing scheduled to be enhanced by a TriMet project for Powell Safety.	55 feet to the East.
U.S. 26/Powell Blvd	SE 70th Ave	Portland	Easterly and westerly across SE Powell Blvd	There are signalized crossings at 69th and 71st. The crossings at 70th were closed to encourage users to use the signalized crossings.	280 feet to the East or 255 feet to the West.
U.S. 26/Powell Blvd	SE 74th Ave	Portland	Easterly across SE Powell Blvd	The eastern crossing of the southern approach of 74th falls in the middle of a driveway on the northern side crossing.	45 feet to the West.
U.S. 26/Powell Blvd	SE 86th Ave	Portland	Easterly across SE Powell Blvd	Signal was designed with eastern crossing closed, there is no equipment for the eastern crossing so was officially closed.	65 feet to the West.
U.S. 26/Powell Blvd	I-205 Interchange	Portland	Easterly and westerly across SE Powell Blvd	Median island in the middle of the highway with no cut-throughs and the signals were designed with the crossings closed, so no equipment exists for the crossing, they are just being formally closed.	535 feet to the West.

Highway	Cross Street	City	Crossing	Criteria	Proximity to Open Crossing
U.S. 26/Sunset Highway	SW 13th Ave ramp	Portland	Southerly and northerly across 13th and westerly across I-405 ramp	Signal was designed with western, northern and southern crossings closed, there is no equipment for these crossings and they were formally closed. The Stadium Freeway (I-405) is just west of this location so no pedestrian facilities exist on the west side of SW 13th Ave and no pedestrian facilities exist on the US26 on-ramp.	50 feet to the West and 530 feet to the South.
U.S. 30	NW Kittridge Ave	Portland	Westerly across U.S. 30	Signal was designed with the western crossing closed, and there is no equipment for the western crossing.	135 feet to the East.
U.S. 30	NW Nicolai St.	Portland	Southerly across U.S. 30	Signal was designed with the southern crossing closed, and there is no equipment for the southern crossing.	95 feet to the North.
U.S. 30	NW 35th Ave.	Portland	Easterly across U.S. 30	Signal was designed with the eastern crossing closed, and there is no equipment for the eastern crossing. Crossing functionally closed. Formalizing closure.	100 feet to the West.
U.S. 30	NW St. Johns Bridge	Portland	Northerly across U.S. 30 to island	Signal was designed with the northern crossing closed, and there is no equipment for the northern crossing.	130 feet to the South.
U.S. 30	Toll House Park Rd	Cascade Locks	Southerly across U.S. 30	Preferred crossing that is marked on the north side of the intersection	90 feet to the North.
U.S. 30	NW Sauvie Island Rd.	Multnomah	Southerly across U.S. 30	Signal was designed with the southern crossing closed, and there is no equipment for the southern crossing. Crossing functionally closed. Formalizing closure.	155 feet to the Northwest.
U.S. 30	NW Cornelius Pass Rd.	Multnomah	Northerly across U.S. 30	Signal was designed with the northern crossing closed, and there is no equipment for the northern crossing. Crossing functionally closed. Formalizing closure.	75 feet to the Southeast.
U.S. 30BY/Sandy Blvd	NE 104th Ave	Portland	Easterly across U.S. 30 Bypass	The eastern crossing falls in the middle of a driveway on the northern side of U.S. 30 Bypass.	60 feet to the West.
U.S. 30BY/Sandy Blvd	NE 121st Pl.	Portland	Easterly across U.S. 30 Bypass	Signal was designed with the eastern crossing closed, and there is no equipment for the eastern crossing. Crossing functionally closed. Formalizing closure.	75 feet to the West.
U.S. 30BY/Sandy Blvd	NE 122nd Ave.	Portland	Westerly across U.S. 30 Bypass	Signal was designed with the western crossing closed, and there is no equipment for the western crossing. Crossing functionally closed. Formalizing closure.	85 feet to the East.
U.S. 30BY/Sandy Blvd	NE 158th Ave.	Portland	Westerly across U.S. 30 Bypass	Signal was designed with the western crossing closed, and there is no equipment for the western crossing.	80 feet to the East.
U.S. 30BY/Sandy Blvd	NE 110th Avenue (eastern leg)	Portland	Easterly across U.S. 30 Bypass	The eastern crossing falls in the middle of a driveway on the northern side of U.S. 30 Bypass.	55 feet to the West.
U.S. 30BY/Lombard St	NE 27th Ave.	Portland	Easterly across U.S. 30 Bypass	Signal was designed with the eastern crossing closed, and there is no equipment for the eastern crossing.	65 feet to the West.
U.S. 30BY/Lombard St	NE 89th Ave./NE Columbia Pkwy.	Portland	Easterly and westerly across U.S. 30 Bypass	Signal was designed with the eastern and western crossings closed, and there is no equipment for these crossings.	460 feet to the West.

Highway	Cross Street	City	Crossing	Criteria	Proximity to Open Crossing
U.S. 30BY/ Lombard St	I-205 Southbound Ramps	Portland	Easterly across U.S. 30 Bypass	Signal was designed with the eastern crossing closed, and there is no equipment for the eastern crossing. Crossing functionally closed. Formalizing closure.	115 feet to the West.
U.S. 30BY/ Lombard St	NE Sandy Blvd./I- 205 Northbound Ramps	Portland	Westerly across U.S. 30 Bypass	Signal was designed with the western crossing closed, and there is no equipment for the western crossing. Crossing functionally closed. Formalizing closure.	110 feet to the East.
U.S. 30BY/ Lombard St	NE 57th Avenue	Portland	Westerly across U.S. 30 Bypass	The western crossing falls in the middle of a driveway on the northern side of U.S. 30 Bypass.	70 feet to the East.
U.S. 30BY/ Lombard St	NE 75th Avenue (eastern leg)	Portland	Easterly across U.S. 30 Bypass	The eastern crossing falls in the middle of a driveway on the northern side of U.S. 30 Bypass.	70 feet to the West.
U.S. 30BY/ Lombard St	N Omaha Ave	Portland	Westerly across U.S. 30 Bypass	The western crossing falls in the middle of a driveway on the northern side of U.S. 30 Bypass.	50 feet to the East.
U.S. 30BY/ Lombard St	N Campbell Ave	Portland	Westerly across U.S. 30 Bypass	The western crossing falls in the middle of a driveway on the northern side of U.S. 30 Bypass.	55 feet to the East.
U.S. 30BY/ Lombard St	N Elmore Ave	Portland	Westerly across U.S. 30 Bypass	The western crossing falls in the middle of a driveway on the southern side of U.S. 30 Bypass.	45 feet to the East.
U.S. 30BY/ Lombard St	N. Ivanhoe St./N. Philadelphia Ave.	Portland	Westerly across U.S. 30 Bypass	Signal was designed with the western crossing closed, and there is no equipment for the western crossing.	40 feet to the East.
U.S. 30BY/ Lombard St	N. Oswego Ave./N. Lombard Wy.	Portland	Westerly across U.S. 30 Bypass	Signal was designed with the western crossing closed, and there is no equipment for the western crossing. Crossing functionally closed. Formalizing closure.	60 feet to the East.
U.S. 30BY/ Lombard St	NE 11th Ave.	Portland	Easterly across U.S. 30	Signal was designed with the eastern crossing closed, and there is no equipment for the eastern crossing.	70 feet to the West
U.S. 30BY/ Lombard St	N Syracuse Street	Portland	Westerly across U.S. 30 Bypass	Median obstruction in middle of highway with no cut-throughs.	60 feet to the East.
U.S. 30BY/ Lombard St	N. Stanford Avenue (eastern leg)	Portland	Easterly across U.S. 30 Bypass	The eastern crossing falls in the middle of a driveway on the southern side of U.S. 30 Bypass.	60 feet to the West.
U.S. 30BY/ Lombard St	N. Jordan Avenue (eastern leg)	Portland	Easterly across U.S. 30 Bypass	The eastern crossing falls in the middle of a driveway on the northern side of U.S. 30 Bypass.	50 feet to the West.

