



# **NE/SE 50's Bikeway Project**

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**Recommendation to City Council**

# NE/SE 50'S BIKEWAY PROJECT



A healthy community, vibrant neighborhoods... *and bicycles everywhere!*



## PORTLAND BICYCLE PLAN FOR 2030

*A WORLD-CLASS BICYCLING CITY*

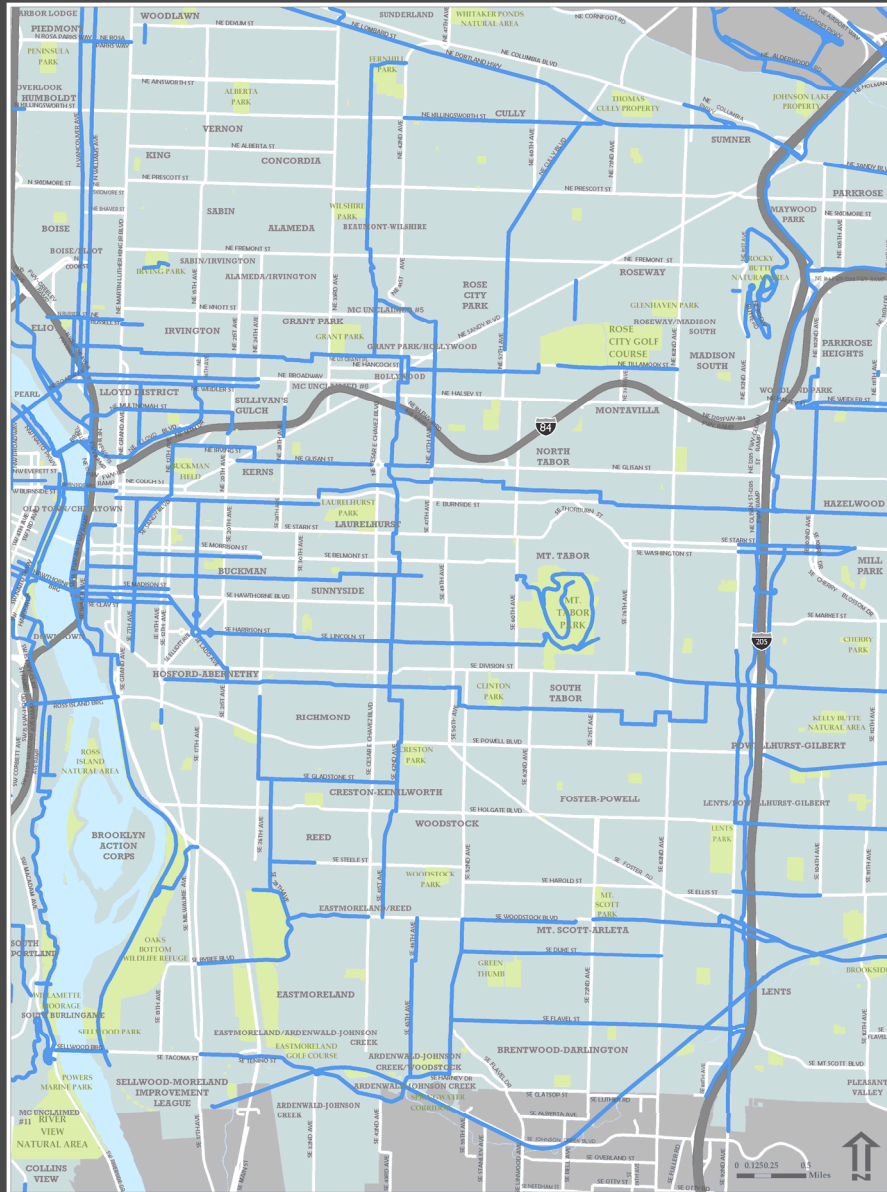




# NE/SE 50'S BIKEWAY PROJECT



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## NE & SE Portland Improved Bicycle Network



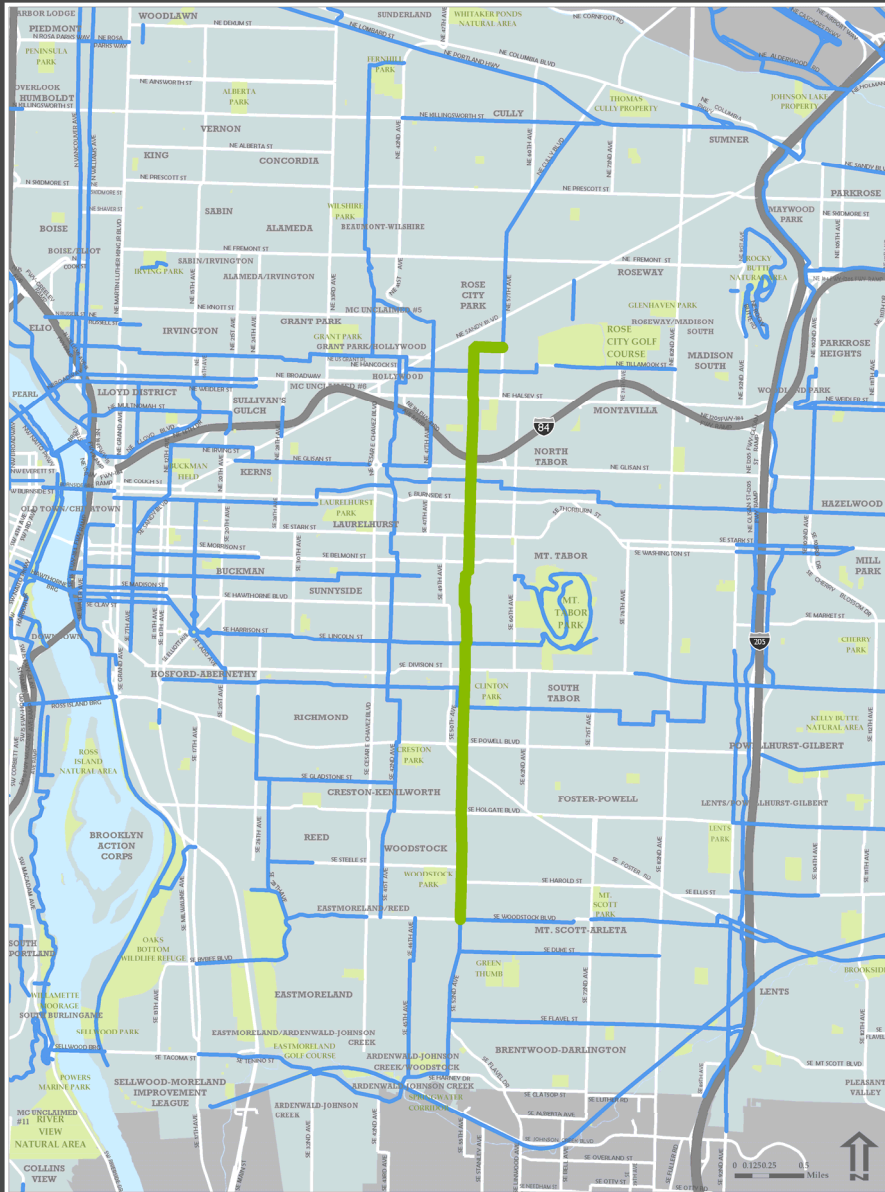
# NE/SE 50'S BIKEWAY PROJECT



## The 50's Bikeway Missing Link

Existing bicycle lanes:  
**2.4 miles**

Missing link:  
**4.3 miles**



# NE/SE 50'S BIKEWAY PROJECT

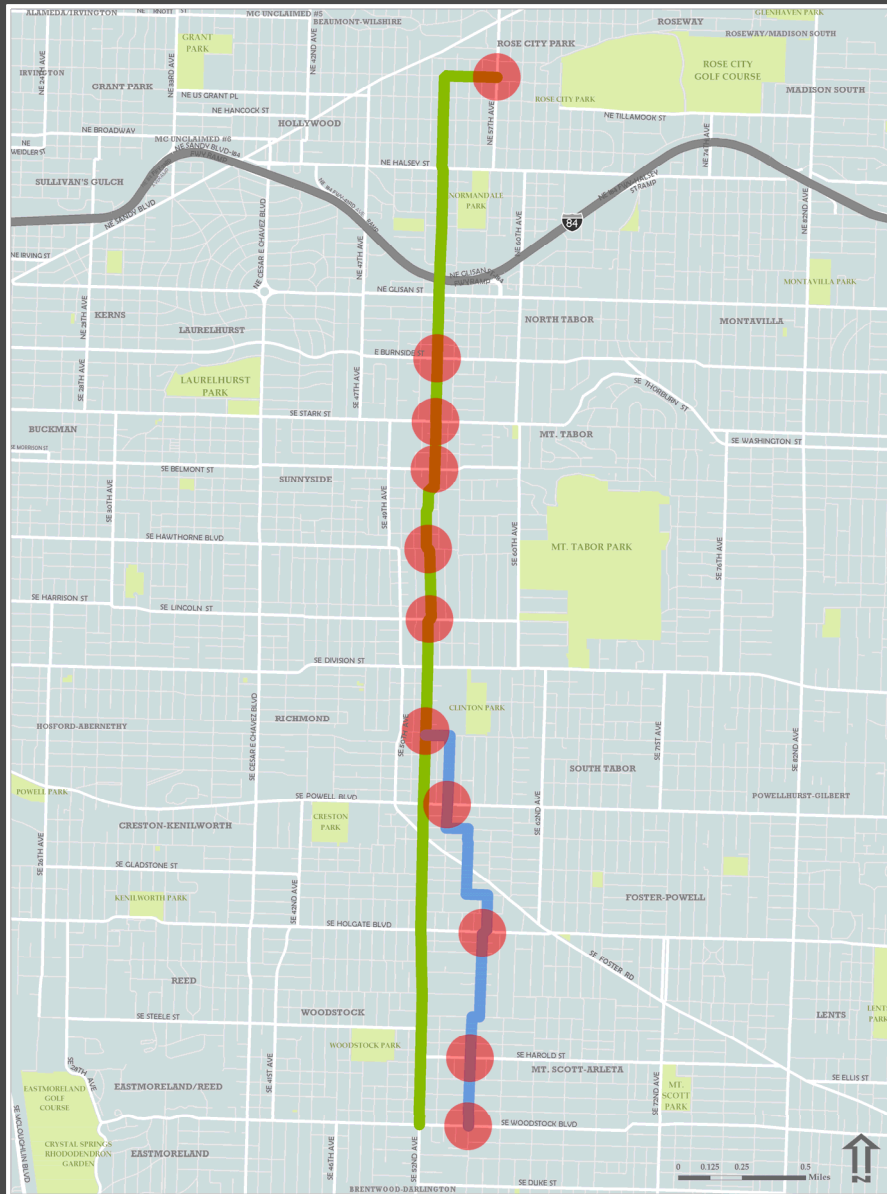


## The 50's Bikeway Missing Link

Existing bicycle lanes:  
**2.4 miles**

Missing link:  
**4.3 miles**

# NE/SE 50'S BIKEWAY PROJECT



## The 50's Bikeway Missing Link

Residents within ¼ mile:  
**19,000**

Schools within ½ mile:  
**12**

East-west bikeway connections:  
**5**

Crossing Safety Improvements:  
**11**



# NE/SE 50'S BIKEWAY PROJECT



## Design Recommendations: North NE 53<sup>rd</sup> Ave: NE Thompson St to SE Division St



Most streets  
have narrow  
curb-to-curb  
widths

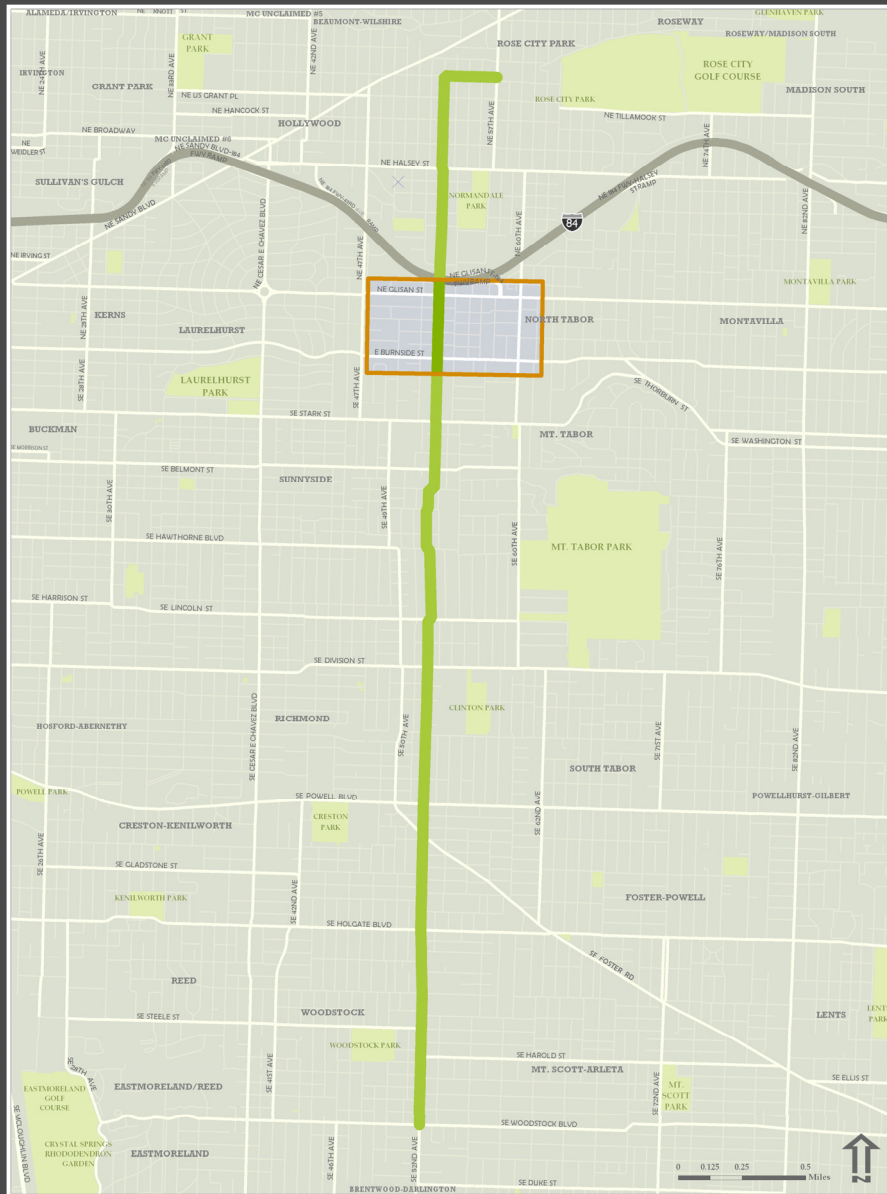


'Sharrow'  
pavement  
markings



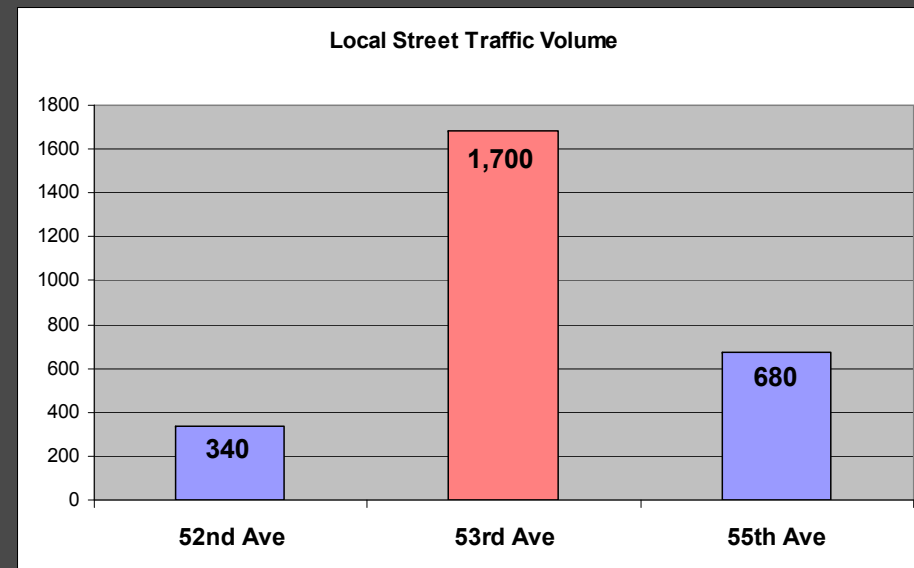
Destination signage

# NE/SE 50'S BIKEWAY PROJECT



Design Recommendations: North  
**NE 53rd Ave: E Burnside St to NE Glisan St**

Existing traffic volume: 1,700 cars/day



# NE/SE 50'S BIKEWAY PROJECT



## Design Recommendations: North NE 53rd Ave: E Burnside St to NE Glisan St

Non-local  
Cut-through traffic



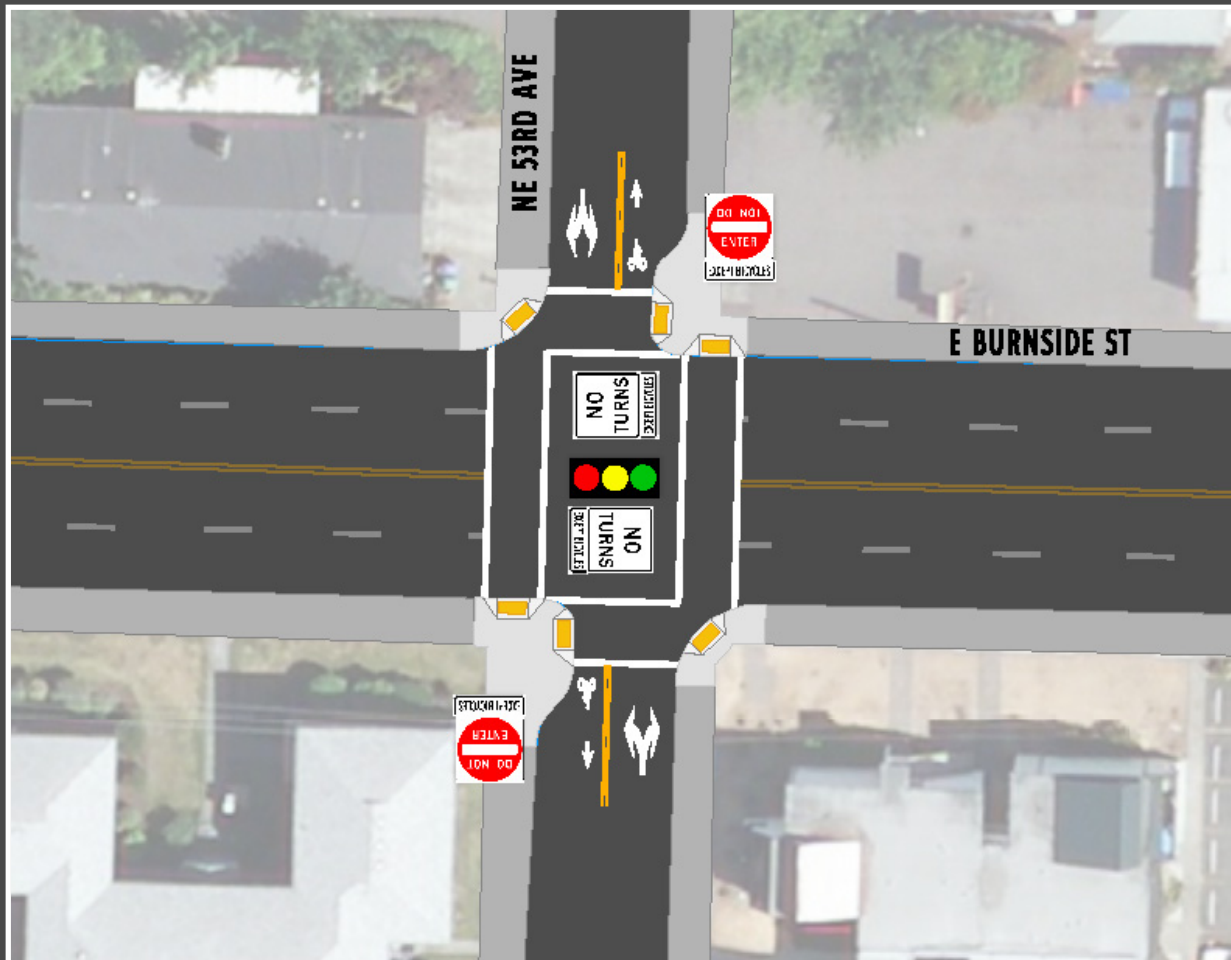
NE 53<sup>rd</sup> Ave at E Burnside St, looking north



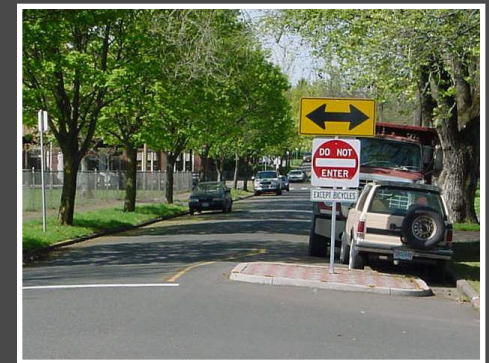
# NE/SE 50'S BIKEWAY PROJECT



## Design Recommendations: North NE 53rd Ave: E Burnside St to NE Glisan St

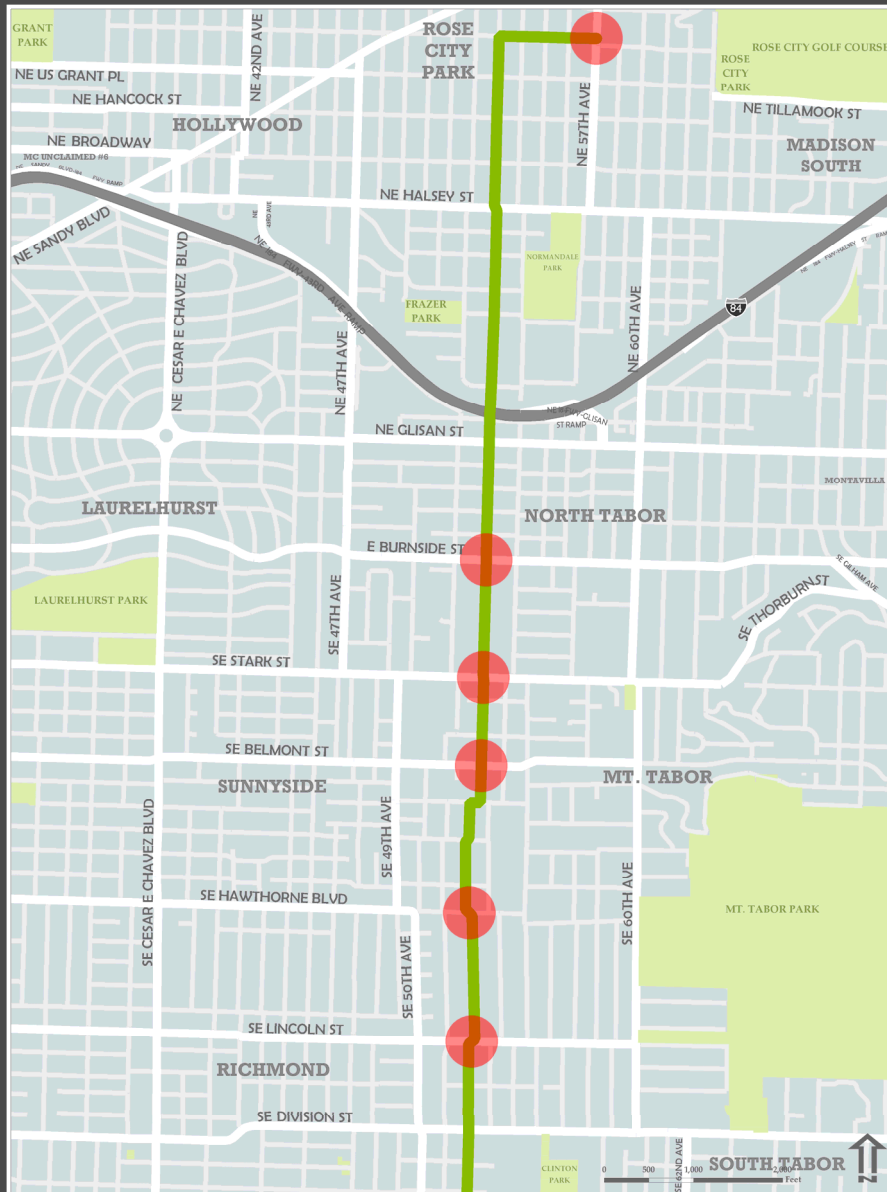


### Traffic semi-diverters



- Physical barriers to restrict turn movements from E Burnside St
- 'No Turns'/ Do Not Enter signs
- Improved crossing for bikes and pedestrians: traffic signal
- Testing

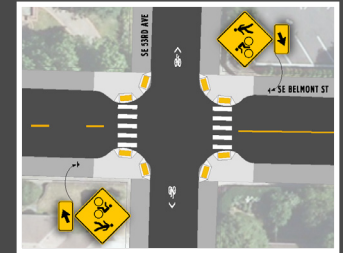
# NE/SE 50'S BIKEWAY PROJECT



## Design Recommendations: North Crossing Safety Improvements:



NE 57<sup>th</sup> Ave/ Thompson St



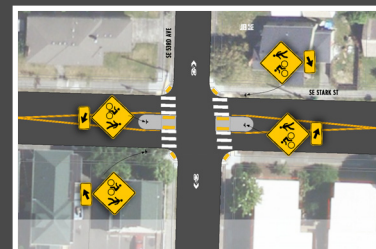
SE Belmont St/ 53<sup>rd</sup> Ave



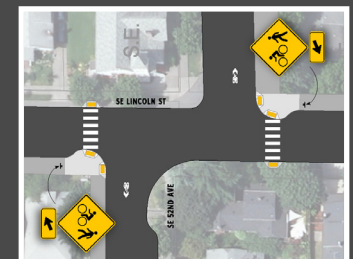
E Burnside St/ 53<sup>rd</sup> Ave



SE Hawthorne St/ 52<sup>nd</sup> Ave

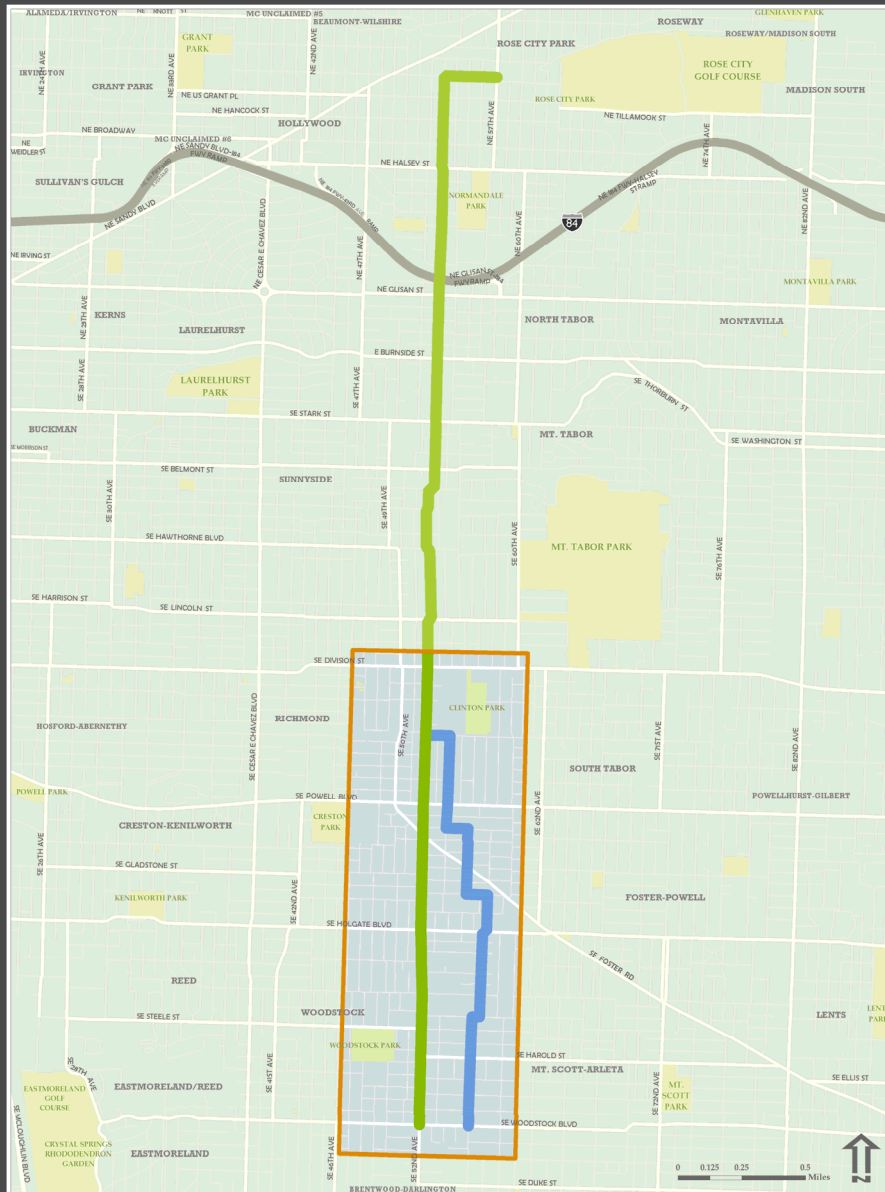


SE Stark St/ 53<sup>rd</sup> Ave



SE Lincoln St/ 52<sup>nd</sup> Ave

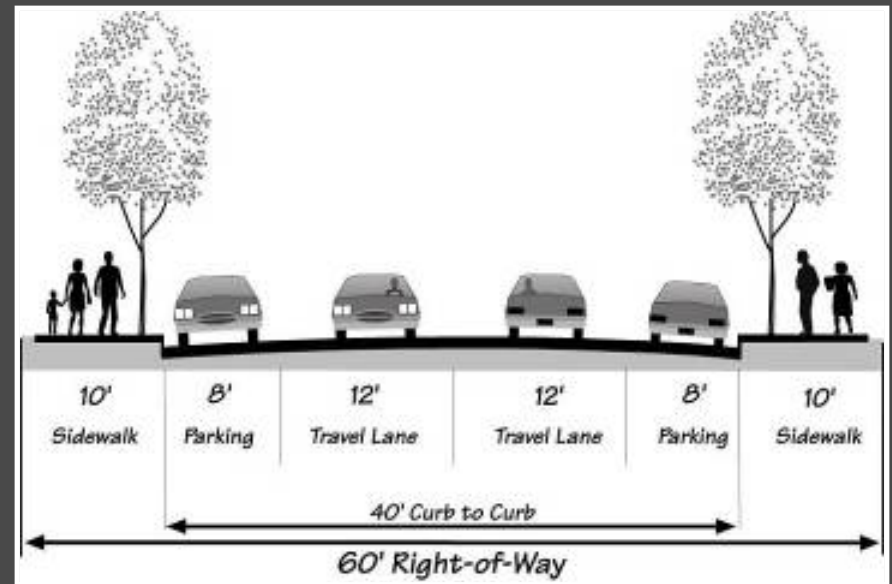
# NE/SE 50'S BIKEWAY PROJECT



## Design Recommendations: South SE 52<sup>nd</sup> Ave/ Division St to Woodstock Blvd

Existing traffic volume: 6,500 – 13,500 cars/day

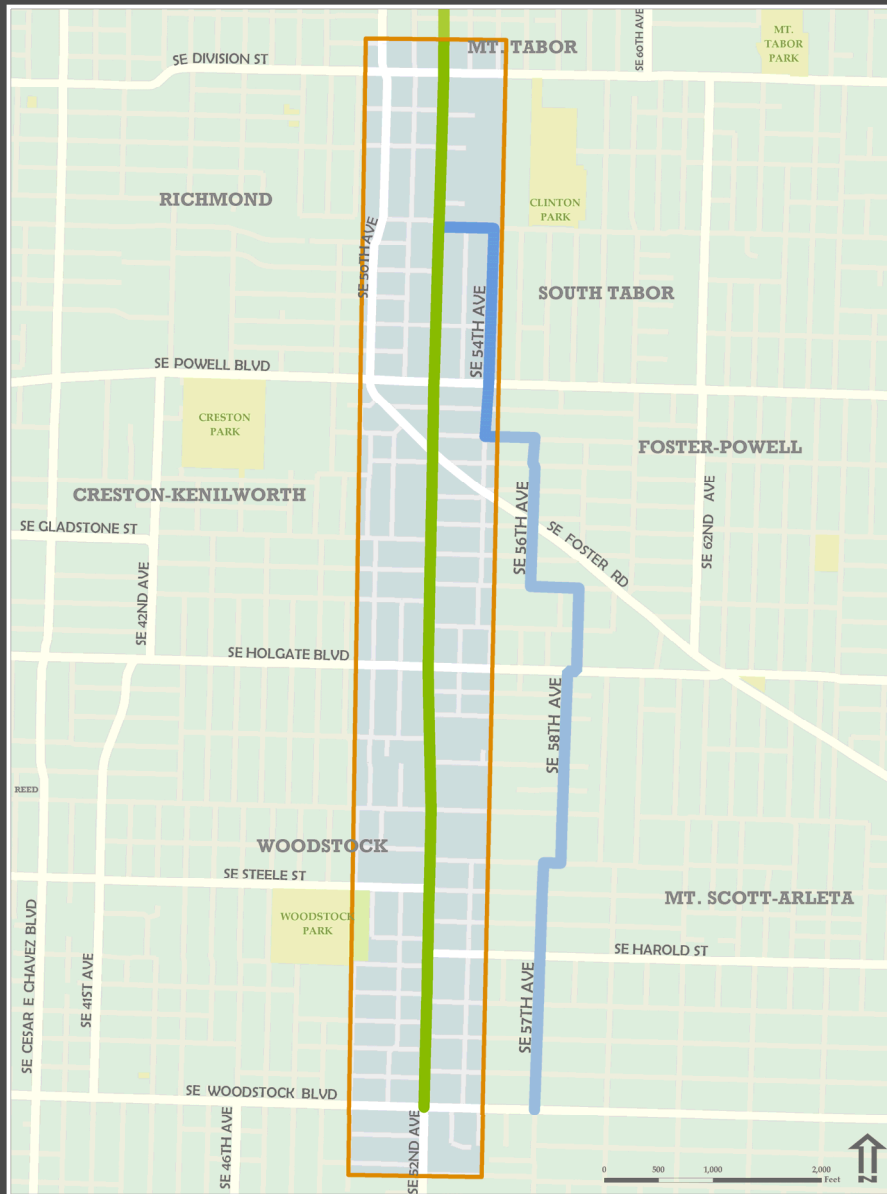
Existing traffic speeds: 35 – 37 mph 85<sup>th</sup> percentile



SE 52<sup>nd</sup> Ave: Division St to Woodstock Blvd



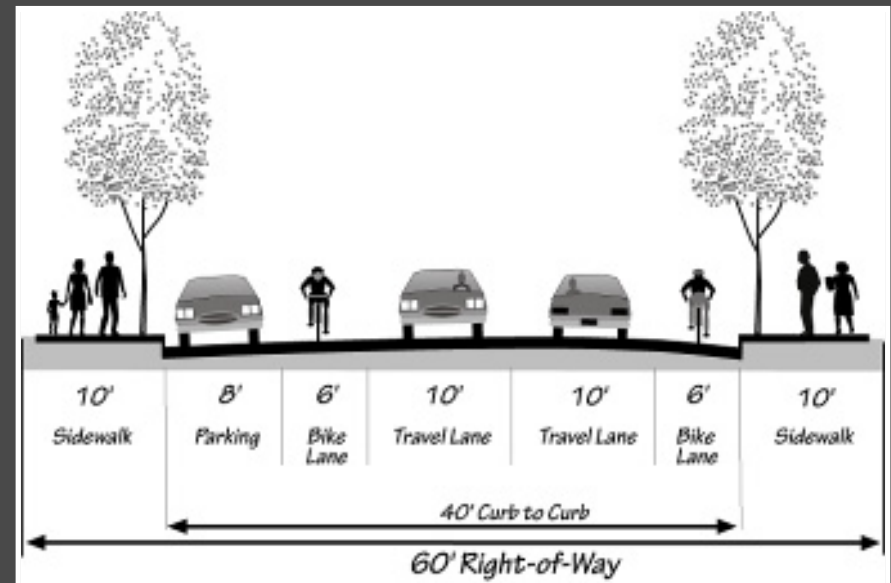
# NE/SE 50'S BIKEWAY PROJECT



## Design Recommendations: South SE 52<sup>nd</sup> Ave: Division St to Woodstock Blvd



- 6 ft Bicycle lanes
- 10 ft travel lanes
- Remove on-street parking east side



# NE/SE 50'S BIKEWAY PROJECT



SE 52<sup>nd</sup> Ave, south of SE Division St., looking north

## Design Recommendations: South SE 52nd Ave: Division St to Woodstock Blvd

### Parking Utilization:

Total parking spaces:

west side: 245

east side: 202

Weekday peak utilization

west side: 55 spaces (22%)

east side: 37 spaces (18%)

Weekend peak utilization

west side: 62 spaces (25%)

east side: 37 spaces (18%)

Data collection:

- August 5-7, '10
- October 16, 20, '10

# NE/SE 50'S BIKEWAY PROJECT



## Design Recommendations: South Neighborhood Route/ Phase II: SE 54<sup>th</sup>/ 56<sup>th</sup>/ 58<sup>th</sup>/ 57<sup>th</sup> Ave Woodward St to Woodstock Blvd

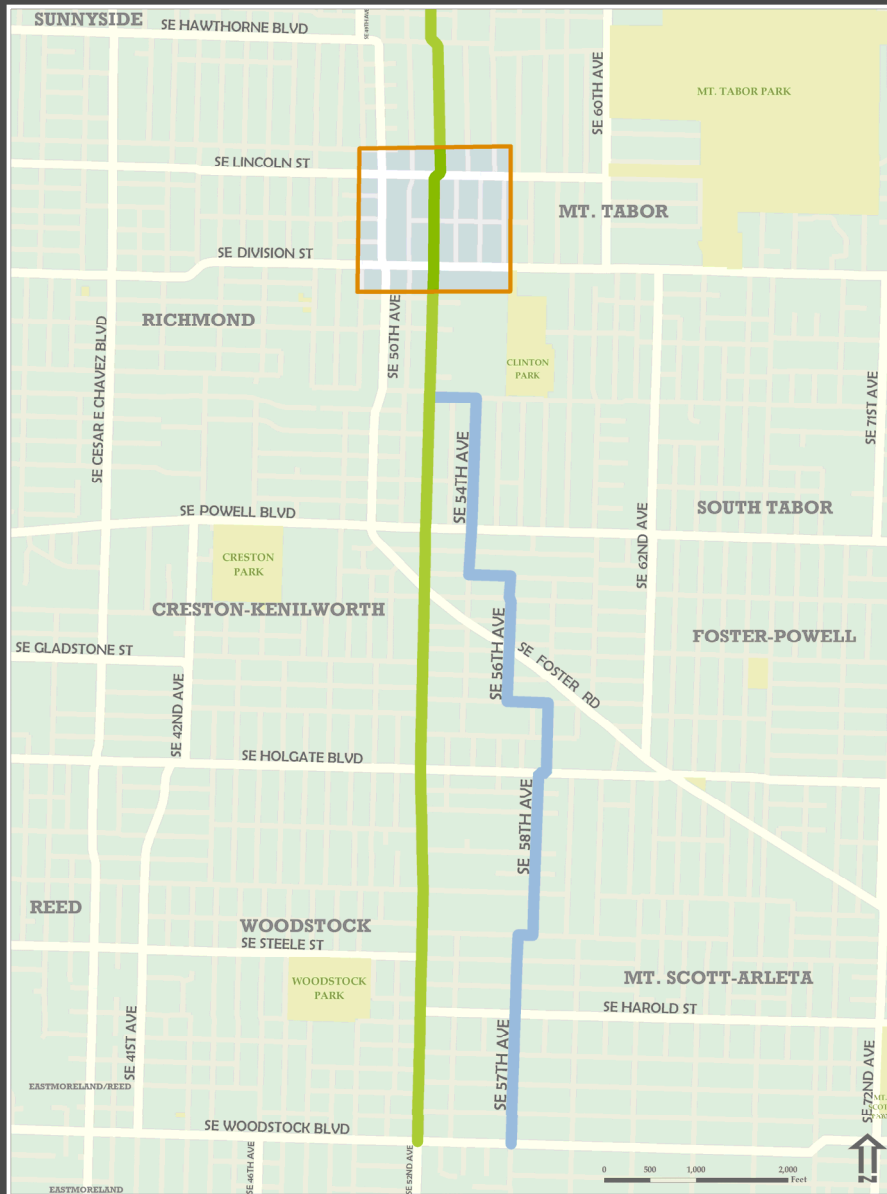
- Un-funded future phase
- All local streets
- + ½ mile compared to direct route

## Crossing Improvements:

- SE Woodward St / 52<sup>nd</sup> Ave
- SE Powell Blvd/ 54<sup>th</sup> Ave
- SE Holgate Blvd/ 58<sup>th</sup> Ave
- SE Harold St/ 57<sup>th</sup> Ave
- SE Woodstock Blvd/ 57<sup>th</sup> Ave

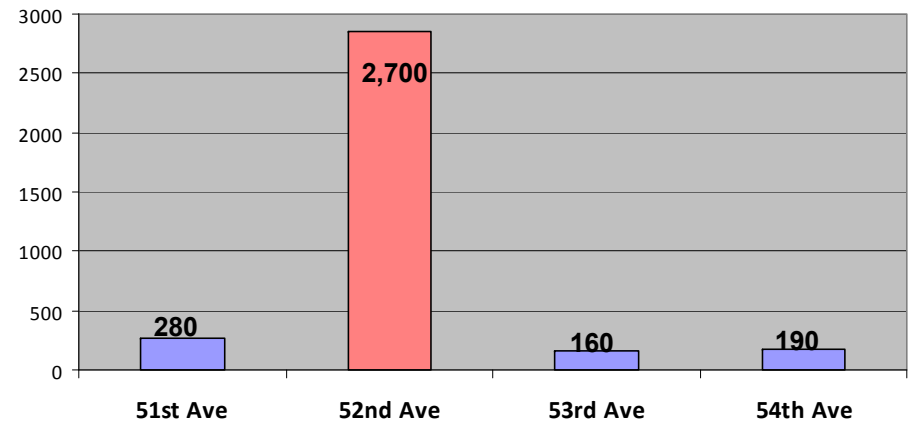


# NE/SE 50'S BIKEWAY PROJECT



## Design Recommendations: South SE 52nd Ave: Division St to Lincoln St

Traffic Volumes, North of Division St  
North - South Streets



# NE/SE 50'S BIKEWAY PROJECT



## Design Recommendations: South SE 52nd Ave: Division St to Lincoln St

Non-local,  
Cut-through traffic



SE 52nd Ave at Division St, looking south

# NE/SE 50'S BIKEWAY PROJECT



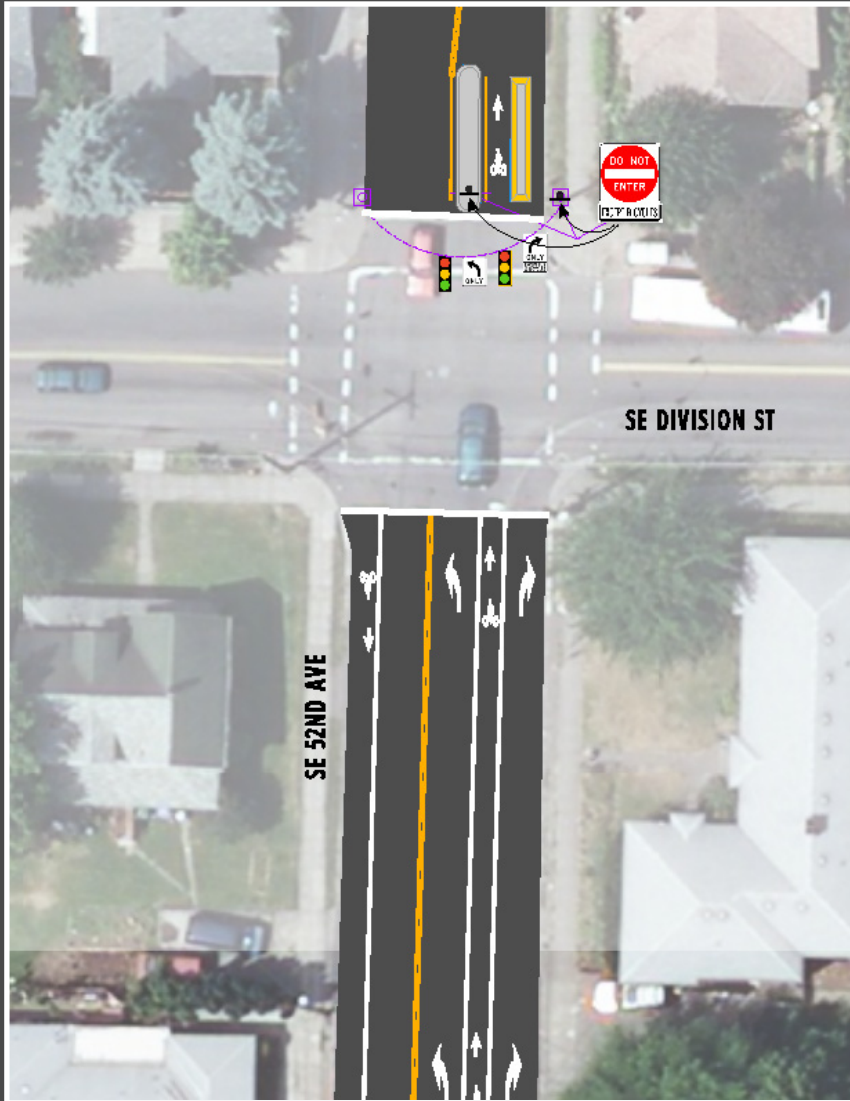
## Design Recommendations: South SE 52<sup>nd</sup> Ave/ Lincoln St Bikeway intersection



SE Lincoln St at 52<sup>nd</sup> Ave, looking south



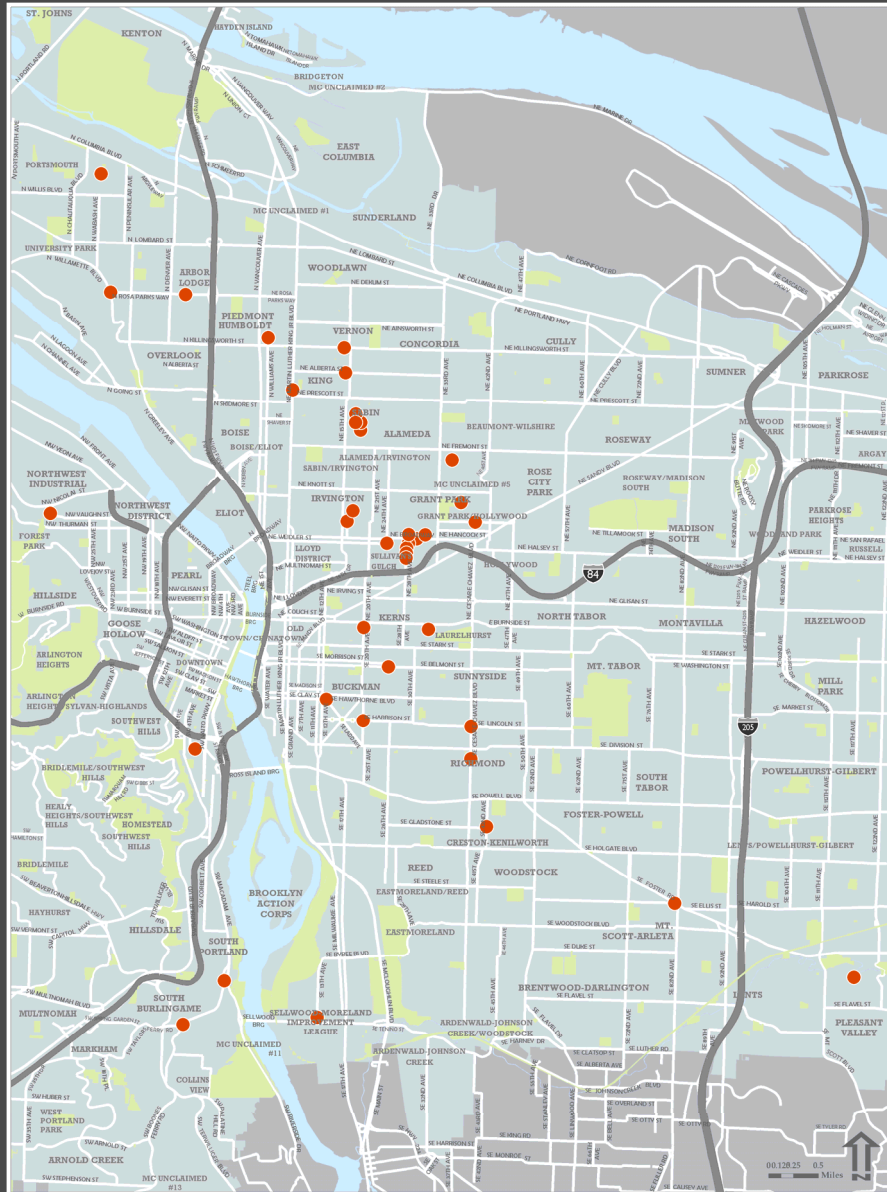
# NE/SE 50'S BIKEWAY PROJECT



## SE 52<sup>nd</sup> Ave: Division St to Lincoln St

- Regulatory diverter ('bus & bike only') for northbound traffic
- Capacity improvements- SE 50<sup>th</sup>/Division
- Testing and mitigation if necessary

# NE/SE 50'S BIKEWAY PROJECT



## Existing Traffic Diversion Locations

SW Boones Ferry at Taylors Ferry Rd  
 SW Virginia at Taylors Ferry  
 SE Clinton at 39th  
 SE Lincoln at 39th  
 NE Klickitat & 35th  
 NE Weidler at 24th  
 SW Arthur at 2nd  
 NE 18th at Failing  
 NE 18th at Alameda  
 NE 17th at Mason  
 NE 17th at Shaver  
 SE Ankeny at SE 32nd  
 NE Jessup at Williams  
 NE Tillamook at 39th  
 N Willamette Blvd at N Rosa Parks  
 NE Going at MLK Blvd  
 SE Gladstone at 42nd Ave  
 SE Spokane at 13th Ave  
 N Houghton Place at N Hamlin Ave  
 NE Tillamook at 16th Ave  
 SE Ladd at Clay Street  
 SE 20th at Harrison Street  
 SE 20th at Ankeny Street  
 NE Broadway at 30th  
 NE 32nd at Schuyler  
 NE 17th at Thompson  
 NE 28th at Weidler  
 NE 28th at Halsey  
 NE 28th at Clackamas  
 NE 28th at Wasco  
 NE 36th at Brazee  
 SE Brookside at SE 117th  
 NW Wilson at 29th  
 NE 14th at Killingsworth  
 NE 14th Pl at Alberta  
 SE Harold at Foster  
 NE 28th at Schuyler  
 SE Belmont at 25th

# NE/SE 50'S BIKEWAY PROJECT



## SE 52<sup>nd</sup> Ave: Division St to Lincoln St



SE 51<sup>st</sup> Ave north of Division St, looking north

### Street widths

51<sup>st</sup> Ave: 28 ft

52<sup>nd</sup> Ave: 36 ft

53<sup>rd</sup> Ave: 28 ft

54<sup>th</sup> Ave: 28 ft





## Testing Process

- Pre-mitigation measures:  
Additional stop signs  
Speed bumps
- Primary evaluation criteria:  
Limit acceptable volume increases on adjacent streets to +150 cars/day
- 4 month check in: collect data, and evaluate if additional mitigation measures needed
- Complete test after 8 months, collect data, evaluate whether to proceed with final construction.
- Remove diverter if volume criteria not met.
- Additional public involvement with neighborhood



## Citizens Advisory Committee

- Chase Ballow
- Jeff Cropp
- David Crout
- Nellie Korn
- Gerik Kransky
- Matt Glynn
- Kenny Heggem
- Leah Hyman
- Sandra Hay Magdeleno
- Illana Mullin
- John Mulvey
- Andrew Plambeck
- Joe Recker
- Seth Richardson
- Ian Stude
- Bruce Treat
- Chris Yake

# NE/SE 50'S BIKEWAY PROJECT



## Public Involvement

Public meetings:  
**41**

Direct mailings:  
**18,000**

Web-site visits for project information:  
**>20,000**

Combined open house (2) attendance:  
**270**

Public comments received:  
**443**





## Endorsements:

- Rose City Park Neighborhood Assoc.
- North Tabor Neighborhood Assoc.
- Mt Tabor Neighborhood Assoc.
- South Tabor Neighborhood Assoc.
- Foster-Powell Neighborhood Assoc.
- Richmond Neighborhood Assoc.
- Creston Kenilworth Neighborhood Assoc.
- Woodstock Neighborhood Assoc.
  
- Foster-Powell Business Assoc.
- Woodstock Business Assoc.
  
- Southeast Uplift District Coalition
- Central NE Neighbors District Coalition
  
- Portland Bicycle Advisory Committee
- Bicycle Transportation Alliance
- Portland Public Schools
- Providence Medical Center
- Willamette Pedestrian Coalition





## NE/ SE 50's Bikeway Project Recommendation to City Council

# NE/SE 50'S BIKEWAY PROJECT



## SE Division St. & SE 50<sup>th</sup> Ave. Impact of Diversion

Intersection	LOS	2010 AM Peak Hour		2010 PM Peak Hour	
		No Diversion	With Diversion	No Diversion	With Diversion
Westbound Approach	LOS	C	C	D	D
	Delay	9.4 sec	13.6 sec	8.0 sec	8.4 sec
	50th%ile Queue Length	78 ft	128 ft	90 ft	136 ft
	95th%ile Queue Length	105 ft	308 ft	122 ft	163 ft

50<sup>th</sup> Percentile Queues



95<sup>th</sup> Percentile Queues



## Design Recommendations: South

### Volume Reduction

### SE 52<sup>nd</sup> Ave: Division St to Lincoln St

#### Level of service:

- AM Peak- 'A' to 'B'
- PM Peak- no change

#### Queue lengths:

##### AM Peak:

- average: +3 cars
- worst 15 minutes: +10 cars

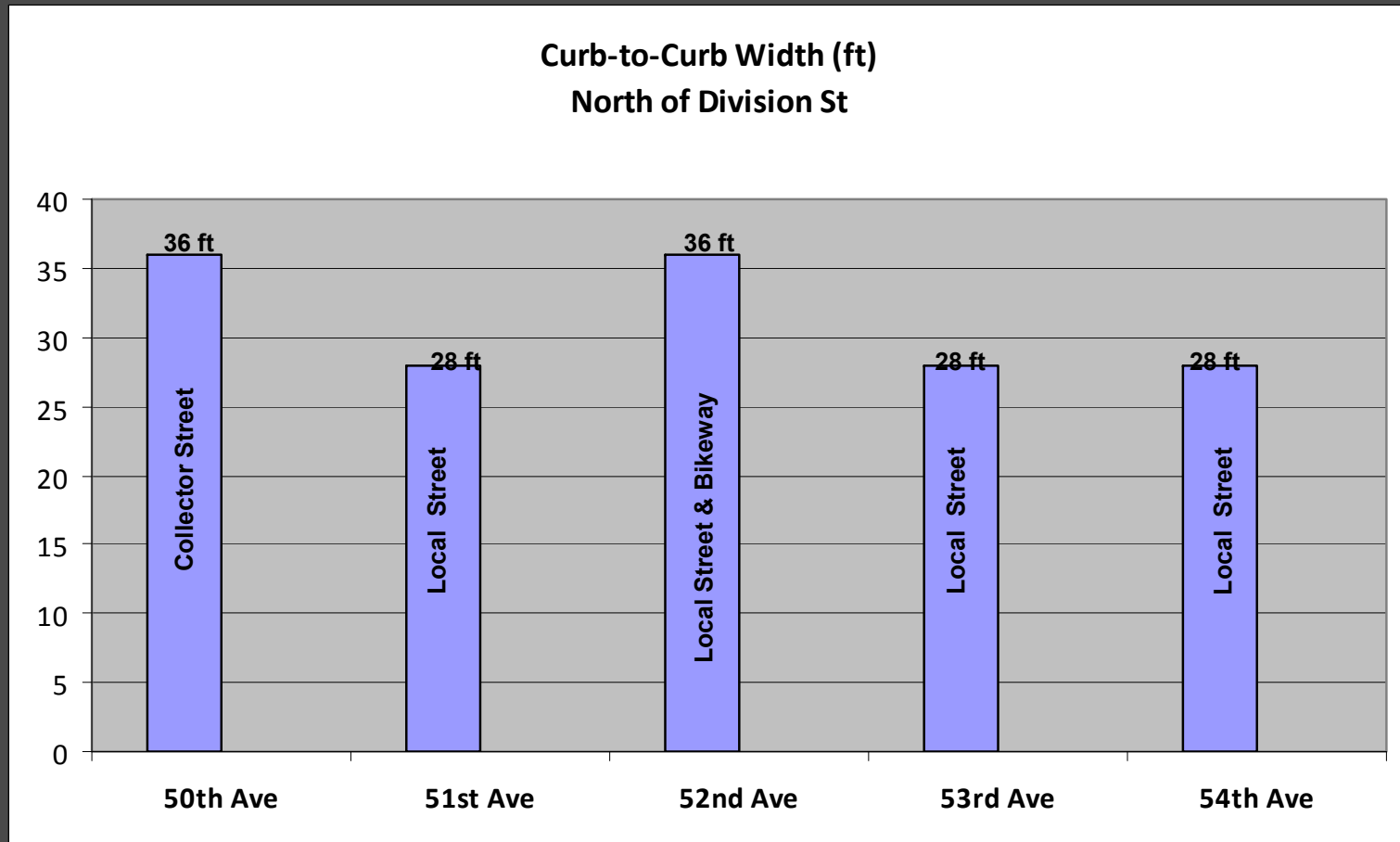
##### PM Peak:

- average: +3 cars
- worst 15 minutes: +3 cars
- Queues clear in one signal cycle all day

# NE/SE 50'S BIKEWAY PROJECT



## SE 52<sup>nd</sup> Ave: Division St to Lincoln St

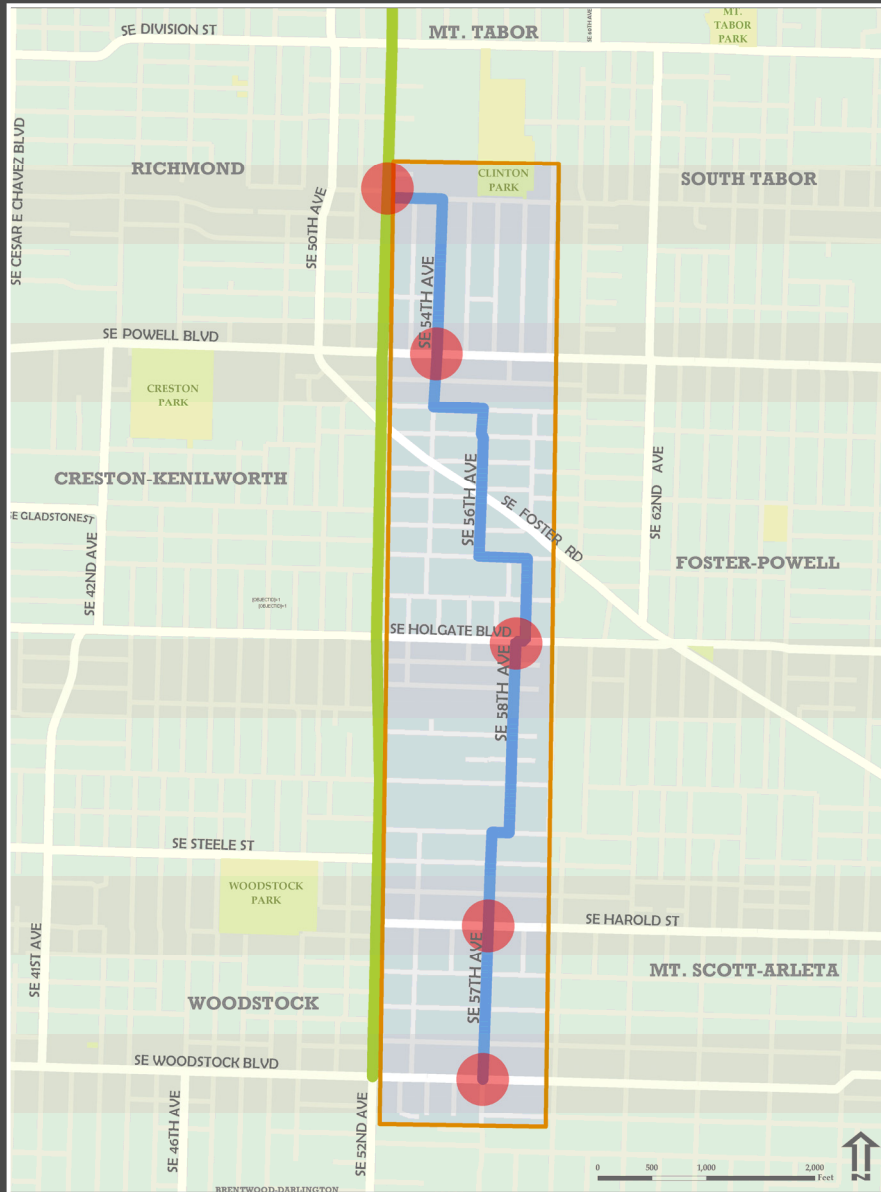




**Local Service Streets**



# NE/SE 50'S BIKEWAY PROJECT



## Design Recommendations: South

### Neighborhood Route/ Phase II:

SE 54<sup>th</sup>/ 56<sup>th</sup>/ 58<sup>th</sup>/ 57<sup>th</sup> Ave

Woodward St to Woodstock Blvd

### Crossing Improvements:



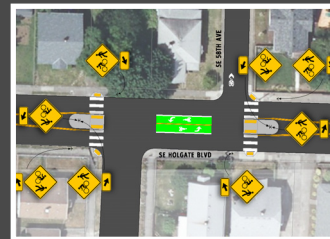
Destination signage



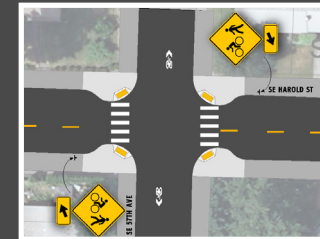
'Sharrow' pavement markings



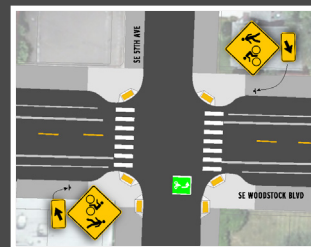
SE Powell Blvd/ 54<sup>th</sup> Ave



SE Holgate Blvd/ 58<sup>th</sup> Ave



SE Harold St/ 57<sup>th</sup> Ave



SE Woodstock Blvd/  
57<sup>th</sup> Ave