

**SE/NE 50s Bikeway Project
DRAFT Alternatives Summary**

| | Explanation | Major Crossings | Segments |
|-------------------|--|---|---|
| Option A | <ul style="list-style-type: none"> Alignment originally defined in the Bicycle Master Plan. Most direct connection to existing bike lanes at the south (SE Woodstock) and north end (NE Thompson). Only continuous north-south streets within the entire corridor, between SE Woodstock and SE Lincoln. Utilizes NE 53rd Ave to cross I-84 freeway. | <ul style="list-style-type: none"> Utilizes traffic signals for all major crossings south of Lincoln Four un-signalized crossings (SE Hawthorne, SE Belmont, SE Stark and E Burnside). Utilizes traffic signals for all major crossings north of E Burnside. Difficult location: E Burnside: high traffic volumes/ speeds; no on-street parking; proximity to 55th Ave signal. | <ul style="list-style-type: none"> Three segments potentially need traffic calming to address speed: <ol style="list-style-type: none"> SE 53rd: Belmont to Stark NE 53rd: Burnside to Glisan SE 52nd: Powell to Division Two segments have limited traffic calming options due to the Emergency Response classification: <ol style="list-style-type: none"> NE 57th: Hancock to Thompson SE 52nd: Powell to Woodstock One segment potentially needs <u>additional</u> traffic calming: <ul style="list-style-type: none"> 52nd: Division to Lincoln/Hawthorne Three segments potentially need diversion to address high (cut-through) traffic volumes: <ol style="list-style-type: none"> SE Division-Lincoln: options limited due to transit route and associated constraints with rerouting. E Burnside-NE Glisan NE Glisan-Halsey High traffic volumes and speeds on 52nd Ave south of SE Division require separation-bike lanes. Cross-section width (40 ft) requires parking removal on one side to accommodate 5 ft bike lanes (~202 spaces east side); parking removal both sides would allow for 8 ft bike lanes or buffered bike lanes. High traffic volumes and speeds on 57th Ave north of NE Hancock require separation-bike lanes. Cross-section width (33 ft) requires parking removal on both sides to accommodate 5 ft bike lanes (~60 spaces). |
| Option A-1 | <ul style="list-style-type: none"> Avoids on-street parking loss on NE 57th Ave between Hancock and Thompson, and high traffic volumes/ speeds, of Option A, by continuing north of NE Hancock on NE 53rd Ave to Thompson, then connects to the project's terminus via NE Thompson. | <ul style="list-style-type: none"> Minor difference compared to Option A- can utilize existing pedestrian signal at NE Thompson to cross NE 57th. | <ul style="list-style-type: none"> Narrow cross-section on NE 53rd Ave and NE Thompson indicates additional traffic calming will probably not be needed. Avoids on-street parking removal on both sides of 57th Ave, between Hancock and Thompson (~60 spaces saved). Out-of-direction connection to Hancock Bikeway for southbound to eastbound travel. |
| Option A-2 | <ul style="list-style-type: none"> Avoids the difficult crossing at Burnside at 53rd (Option A) by shifting the route east to utilize an existing traffic signal at 55th Ave. | <ul style="list-style-type: none"> E Burnside: Safer crossing at 55th Ave than very limited options available for improvements at 53rd Ave (beacons). SE Stark: requires shift east to 55th Ave to occur south of Stark. Shift from regular to off-set intersection. | <ul style="list-style-type: none"> More out-of direction travel compared to Option A. Takes advantage of existing traffic calming on SE 55th between Stark and Burnside. |

| | Explanation | Major Crossings | Segments |
|-------------------|---|--|---|
| Option B | <ul style="list-style-type: none"> • Avoids on-street parking loss south of Division of Option A by using local streets east of 52nd Ave. • Lower volume residential streets more conducive to safety conscious-low stress riders compared to the Option A. • More circuitous route, less direct, makes it less attractive as commuter route (approximately 4,000 ft/ ¼ mile longer than original alignment- 37%) | <ul style="list-style-type: none"> • 4 crossings (SE Harold, SE Holgate, SE Powell and SE Division) shift from signalized intersections to un-signalized intersections compared to Option A. • Difficult location: SE Powell: high traffic volumes, poor gaps. Existing improvements include median island and over head illuminated pedestrian crossing sign. | <ul style="list-style-type: none"> • Two segments potentially need traffic calming to address speed: 1). SE 57th: Woodstock to Harold 2). SE 58th: Steele to Holgate • Hill: minor climb on SE 55th, Division to Lincoln • Difficult sections: Path through Franklin High School parking lot and along existing pedestrian path through Clinton Park (may not be feasible to use school or park property) |
| Option B-1 | <ul style="list-style-type: none"> • A version of Option B that avoids the difficulty of designing a connection through Franklin High School and Clinton Park. | <ul style="list-style-type: none"> • SE Division shifts from un-signalized to signalized compared to Option B. | <ul style="list-style-type: none"> • More on-street parking loss than Option B, less than the Option A (~50 spaces lost on east side). • Less circuitous route than Option B. • Avoids difficult section through Franklin HS and hill climb between SE Division and SE Lincoln (Option B). |
| Option B-2 | <ul style="list-style-type: none"> • A more limited version of Option B that improves crossings at Foster/ Powell and Division by sifting the route back to 52nd Ave to utilize the existing signals. | <ul style="list-style-type: none"> • Difficult SE Powell crossing shifts from un-signalized intersections to signalized. • SE Foster: full traffic signal compared to pedestrian activated (Option B) | <ul style="list-style-type: none"> • More on-street parking loss than Option B or B-1, less than the Option A (~158 spaces lost on east side). • Less circuitous route than Option B or B-1. • Avoids difficult section through Franklin HS and hill climb between SE Division and SE Lincoln (Option B). |