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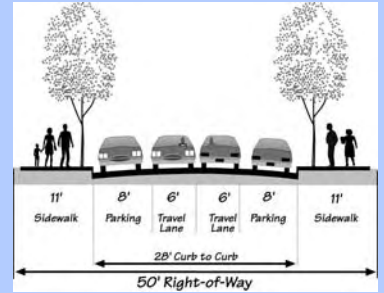
NE 53rd Ave

Halsey to Glisan



Existing Conditions

| | |
|----------------------------|-------------------------|
| Neighborhoods: | Rose City – North Tabor |
| Segment length: | 0.5 miles |
| Avg Daily Traffic Volume: | 1,800 – 5,400 |
| Avg Traffic Speed: | 25- 27 mph |
| Traffic Calming: | Traffic circles & bumps |
| Curb to Curb Street width: | 28 ft |
| Major Crossing: | NE Glisan St |



Existing Bikeway Character

The freeway overpass and connections to Providence Hospital make the character of this segment of the route significantly different from segments to the north and south. Traffic generated by hospital creates a large spike in local traffic volumes just north of Glisan St. Relatively high traffic volumes for the rest of the segment are indicative of its attractiveness as a route across the freeway. However, speeds are modest thanks to existing traffic calming, as well as a relatively narrow (28 ft) width.

Key Bikeway Design Issues

- Safety at NE Hoyt: sight distances for traffic existing the hospital.

*NE 53rd Ave north of Hoyt:
The freeway overpass
fence creates poor sight
distances with cars
existing the hospital.*



Recommended Improvements

- **NE 53rd/ Glisan: Bike lane northbound**
Provides separation in high traffic volume area.
- **Improve visibility at NE Hoyt/ 53rd Ave.**
This is a difficult problem to solve without rebuilding the fence (expensive). Continue to explore options and work with the Hospital Master Plan process for a solution.
- **'Sharrow' pavement markings**
Help bicyclists stay on route and increases driver awareness of the presence of bicycles
- **Destination signage**
Helps bicyclists make connections to the rest of the bicycle network.
- **Reduce speed limit to 20 mph.**

