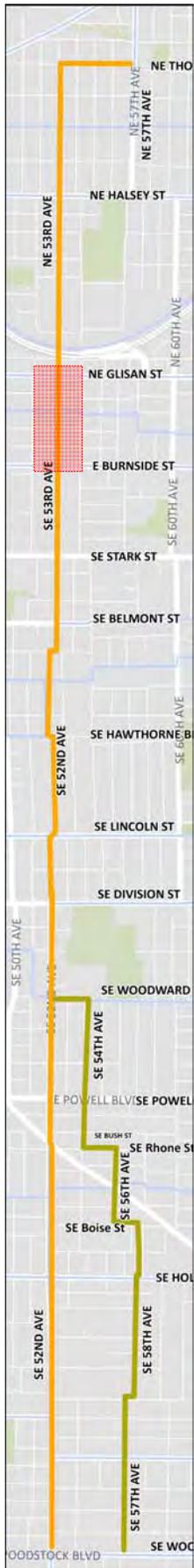


13

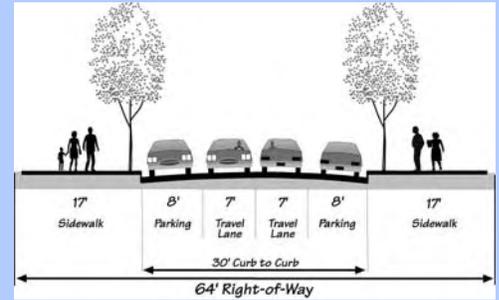
NE 53rd Ave

Glisan to Burnside



Existing Conditions

Neighborhood:	North Tabor
Segment length:	0.25 miles
Avg Daily Traffic Volume:	1,800
Avg Traffic Speed:	27 mph
Curb to Curb Street Width:	30 ft
Major Crossing:	E Burnside St



Existing Bikeway Character

This segment is characterized by two significant issues.

First is crossing E Burnside St- perhaps the most difficult and dangerous crossing of the entire route because of its width and volume of traffic.

Second is the relatively high traffic volumes on 53rd Ave north of Burnside created by the high percentage of non-local, cut-through traffic, attracted by the hospital and the freeway overpass.

Key Bikeway Design Issues

- Crossing safety and convenience: Burnside St
- High non-local traffic volumes traffic volumes: NE 53rd, Glisan to Burnside

*E Burnside at 53rd Ave:
With four travel lanes during the peak periods and traffic volumes in excess of 15,000 cars a day, E Burnside is a major crossing barrier. Medians and curb extensions are not feasible at this location.*



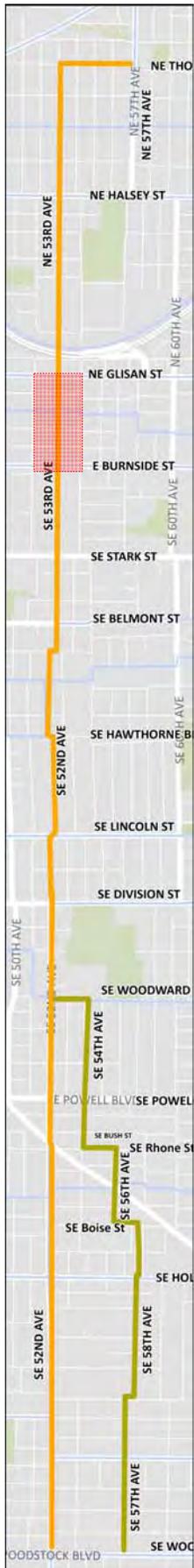
*53rd Ave at E Burnside:
Cyclists encounter heavy traffic volumes, 1,800 cars a day, between Burnside and Glisan related to non-local, cut-through traffic.*



14

NE 53rd Ave

Glisan to Burnside



Recommended Improvements

- Signalize 53rd/Burnside**
 A new traffic signal at this location will significantly improve safe crossing opportunities for bicycles and pedestrians.
- Semi-diverters: 53rd Ave/Burnside**
 Restrict southbound and northbound turn movements from E Burnside St, and through movement across.
 - Reduces non-local volumes by approximately 50% (~900 cars a day).
 - Non-local traffic will be redirected to the SE 47th/ Burnside and 60th/Burnside intersections.



Implementation Process: Testing

This improvement will be tested for 6 months prior to final implementation. The test will evaluate primarily for unintended diversion of non-local traffic to adjacent local street, such as NE 53rd and 55th Ave.

If unacceptably high volumes (greater than 150 cars/day) are found on these streets additional mitigation (such as speed bumps or additional diverters) will be considered. City staff will hold a public meeting to discuss the evaluation results upon completion.

If mitigation also does not prevent diversion to adjacent local streets, the devices will be removed from the project.

Public Meetings

2 public meetings were held specific to this proposal earlier this spring. The proposal is supported by the North Tabor Neighborhood Assoc.

- '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.
- Bike Box: NE Glisan/ 53rd Ave**
 Improve intersection safety
- Reduce speed limit to 20 mph.**

