

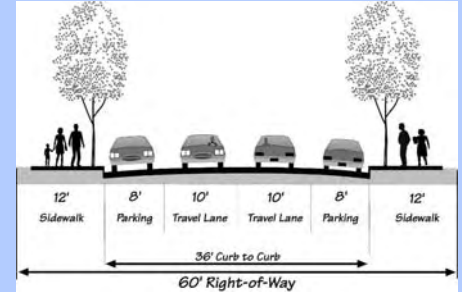
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SE 52nd Ave Lincoln to Division



Existing Conditions

Neighborhoods: Mt Tabor/ Richmond/ South Tabor
 Segment length: 0.2 miles
 Avg Daily Traffic Volume: 2,500
 Avg Traffic Speed: 26-28 mph
 Traffic Calming: Bumps
 Curb to Curb Street Width: 36 ft
 Bus service: #71 Line
 Major Crossings: SE Lincoln St
 SE Division St



Existing Bikeway Character

52nd Ave south of Division generates very high amounts of non-local traffic that uses the traffic signal at Division St to cut-through the neighborhood to avoid delay at 50th Ave/Division and 60th Ave/ Division intersections. The existing speed bumps have not done the job in terms of reducing traffic volumes. Even traffic speeds remain relatively high.

High traffic and bicycle volumes combine with bus service on Lincoln St create an unsafe crossing at the off-set intersection at 52nd Ave.

Key Bikeway Design Issues

- Crossing safety at Lincoln St
- Division to Lincoln: Very high local street cut-through traffic volumes.

*SE 52nd Ave/ Division:
 Cut-through traffic on 52nd Ave
 between Division and Lincoln
 push the total daily volume
 above 2,500 vehicles a day,
 well in excess of a normal local
 street.*



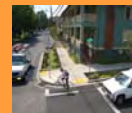
*SE 52nd Ave/ Lincoln:
 High traffic volumes mix
 with buses and bicycles at
 this dangerous off-set
 intersection .*



Recommended Improvements

Lincoln St: Curb extensions

- Improves sight distances with approaching traffic
- Increases the availability of adequate gaps for crossings for bikes and pedestrians.
- ~20 ft parking removal at each location





Recommended Improvements (continued)

SE 50th Ave/ Division St: Improve Intersection Capacity

Add a right turn lane to the east leg of the intersection.

- Reduces incentive to use 52nd Ave as a cut-through route.
- No on-street parking loss.



SE Division at 50th Ave, looking west. A right turn lane would encourage northbound traffic connecting to 50th Ave to use Division instead of 52nd Ave and Lincoln St.

SE 52nd Ave/ Division St: Diversion

Restrict northbound access for all vehicles except buses and bikes

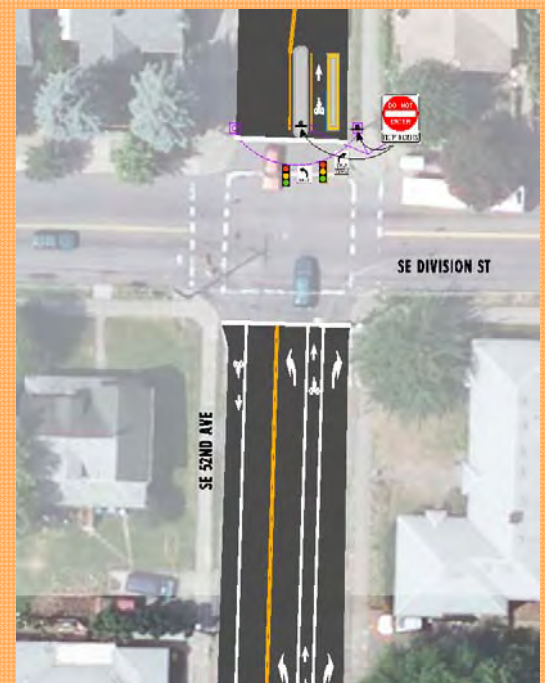
- Reduces traffic volumes on 52nd Ave by approximately 50% (~1,300 cars a day).
- Non-local traffic directed to Division St. Modeling indicates that 50th/Division and 60th/ Division intersections have adequate capacity to handle additional demand.

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 SE 51st and 53rd 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 unacceptably high volumes of diversion to adjacent local streets, the devices will be removed from the project.



Public meetings

Three meetings were held in the Mt Tabor neighborhood this spring to discuss the proposed improvements. Comments received indicate that the neighborhood is very divided in terms of support. The Mt Tabor Neighborhood Assoc. voted 55 to 56 against the proposal.

- **'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.**

