

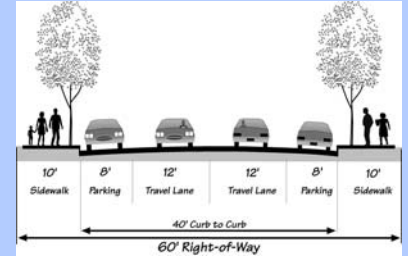
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Direct Route SE 52nd Ave Division to Powell



Existing Conditions

Neighborhoods: Richmond/ South Tabor
 Segment length: 0.5 miles
 Avg Daily Traffic Volume: 6,500
 Avg Traffic Speed: 36 mph
 Curb to Curb Street Width: 40 ft
 Bus Service: #71 Line
 Major Crossings: SE Powell Blvd



Existing Bikeway Character

The route's character abruptly changes as it transitions from a low volume and speed residential street environment to a high volume and speed arterial environment south of Division St.

The street width of the route also increases from 36 ft to 40 ft, which encourages higher traffic speeds.

Key Bikeway Design Issues

- High traffic volumes and speeds require physical separation.
- Crossing safety at Woodward Bikeway intersection



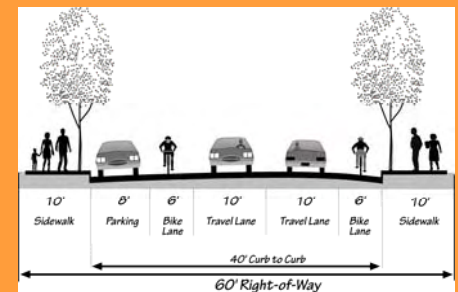
SE 52nd Ave south of Division St

Recommended Improvements

- **Bicycle lanes, 6ft in width**
 To safely mix bicycles with high traffic volumes, separation in the form of bicycle lanes is needed.

This requires:

- Removal of on-street parking from east side of street (approximately 68 spaces)
- Narrowing of travel lanes from 12 ft to 10 ft. Narrower street cross-section helps calm traffic speeds



PARKING UTILIZATION
 Analysis of parking supply and demand indicates that under peak demand conditions, 52% of the available spaces are used. See Parking Utilization station for more detail.

Why was the east side chosen for parking removal? The east side has both a lower overall supply of parking and lower overall demand compared to the west side.

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Recommended Improvements

- Woodward St: Curb extensions**
 Improved crossing safety for bicycles (Woodward Bikeway) and pedestrians.
 - Improves sight distances
 - Shortens the crossing distance.
 - Increases the availability of adequate gaps for crossings
- Powell Blvd/ 52nd Ave: Signal detection for bicycles**
 Reduces delay for cyclists waiting at traffic signals.
- Powell Blvd/ 52nd Ave: Signal Timing**
 Adjust signal timing to encourage use of SE 50th Ave for northbound travel.
- Destination Signage**
 Helps cyclists make connections to the rest of the bicycle network.
- Bike Box: 52nd Ave/ Division**
 Improves intersection safety
- Reduce the Speed Limit to 25 mph**
 Requires State approval



The recommendation moves the existing south curb extension to the west side to create an additional crosswalk at this off-set intersection, along with dedicated waiting areas for crossing bicyclists.

