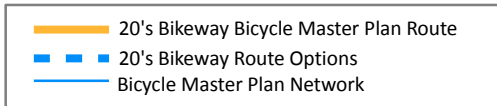
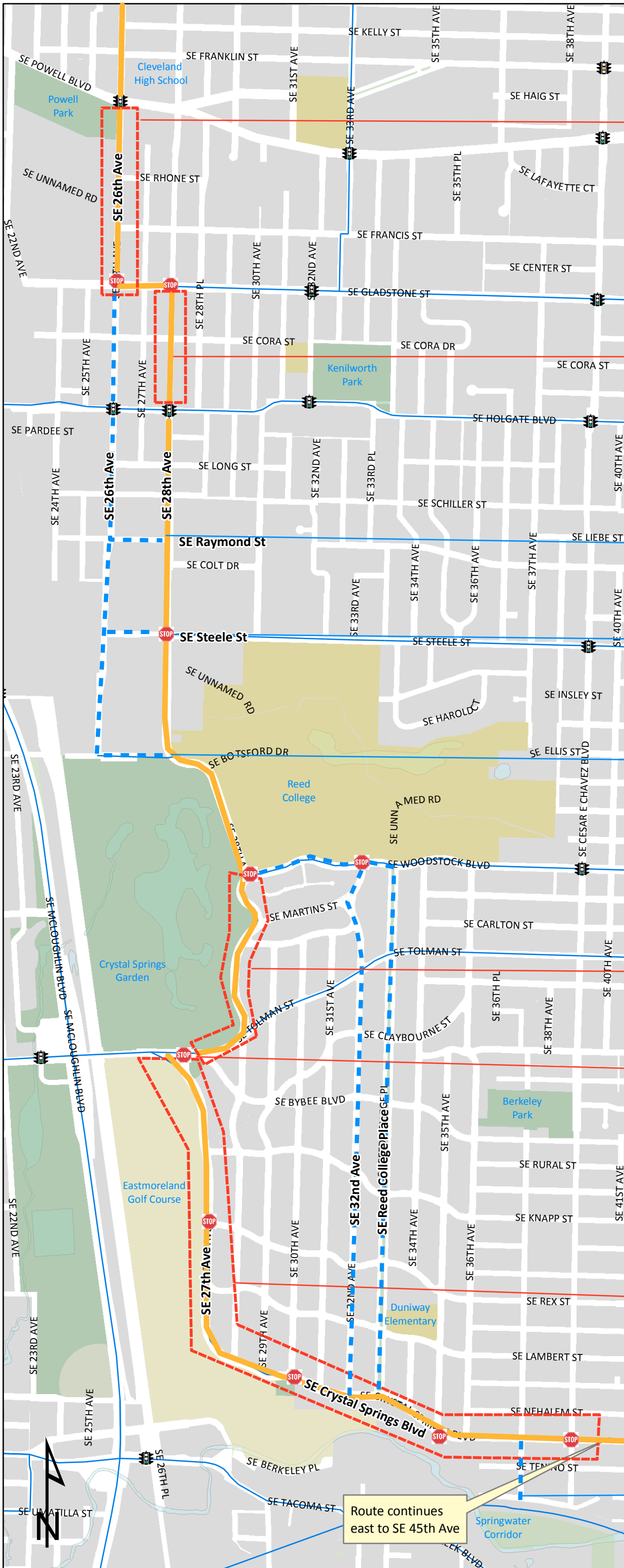


NE/SE 20's Bikeway South Section



Issue Identification



SE 26th Ave/ Powell to Gladstone
Criteria: Design standards for bike lanes

Existing bike lanes are substandard at 4 ft wide (5 ft is standard). Widening would require removing all on-street parking (currently one side only)

SE 28th Ave/ Gladstone to Holgate
Criteria: Traffic Volume and Speed

Traffic volume (2,700) is close to guideline volume for bike lanes (3,000). Traffic speed is significantly above limit (85th percentile speed is 32).

Alignment Options:
SE 26th Ave/ Gladstone to Raymond or Reedway St

Constraints:
Narrow width (30 ft) requires all on-street parking to be removed (one-side only currently).
Resulting bike lanes would be substandard (4 ft wide)
Emergency Response policy does not permit traffic calming.

SE 28th Ave/ Raymond Connection Option

SE 28th Ave/ Steele Connection Option

SE 28th Ave/ Reedway Connection Option

SE 28th Ave/ Woodstock Blvd to Bybee Blvd
Criteria: Design standards for bike lanes

Sections of existing bike lanes are substandard at 4-5 ft wide (5 ft is standard). Widening would require removing all on-street parking (currently one side only)

SE Bybee Blvd crossing

SE 27th Ave-Crystal Springs Blvd/ Bybee to 45th Ave
Criteria: Traffic Volume and Speed

Traffic volume (3,900) is inconsistent with TSP Traffic classification (Local)
Traffic volume is also warrants bike lanes
Traffic speed is relatively high for a Local Street (85th percentile speed is 29 mph).

Alignment Options:
SE Woodstock Blvd/ 32nd Ave
SE Woodstock Blvd/ Reed College Place

Constraints:
Emergency Response policy limits traffic calming options
Street width (36 ft) would require on-street parking removal to install bicycle lanes.

SE 37th Ave/ Springwater Corridor Connection
Criteria: topography
Steep trail connection + unimproved street

Route continues east to SE 45th Ave