1 WELCOME

Thank you,
for coming to the NE/SE 20's Bikeway Project open house.

Learn about the Project:
Please proceed through the following numbered stations to learn about the project. Staff and members of the stakeholders advisory committee are available to answer questions you may have.

The project area is very large, so we've divided into three geographic sections:

- North: NE Lombard St to I-84 Freeway
- Central: I-84 Freeway to SE Hawthorne St
- South: SE Hawthorne St to the SE 45th Ave

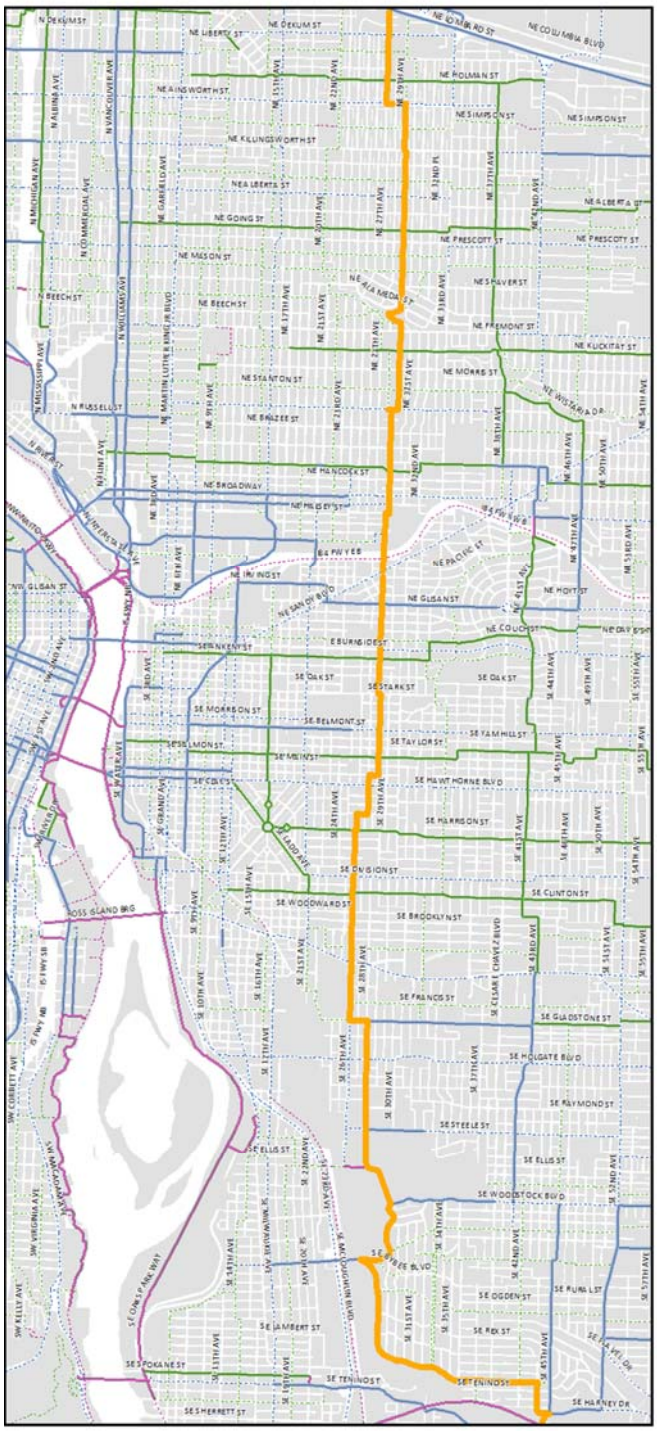
Comment on the Project:
Please use the comment sheets provided, fill out, and return after you are finished reviewing the stations.

Funding:
This project is federally funded through a $2.4 million Metropolitan Transportation Improvement Program grant.

2 WHY 20s BIKEWAY

It's a
Big and Important Opportunity

to significantly expand and interconnect eastside Portland's bicycle network.



Most of the bicycle network is currently east-west oriented. Filling in the north-south routes helps to stitch together the network into a more integrated system.

9 Miles long

2 Neighborhood commercial areas connected

10 Commercial main streets crossed

11 Neighborhoods connected

12 Schools within ¼ mile

13 East-west bikeways connected

14 Parks within ¼ mile

17 Major Street Crossings

20 Planned bikeway connections

5,500 School aged children within ¼ mile

35,000 Total population within ¼ mile

2 WHY 20s BIKEWAY

It's a **Big Challenge**

- Numerous City policies, both land use and transportation related, need to be balanced
- What is the best way to balance bicycle access (to local destinations) with bicycle mobility (ease of moving through an area to travel longer distances?
- How to balance bicycle needs with other policy goals, like supporting neighborhood oriented commercial districts?

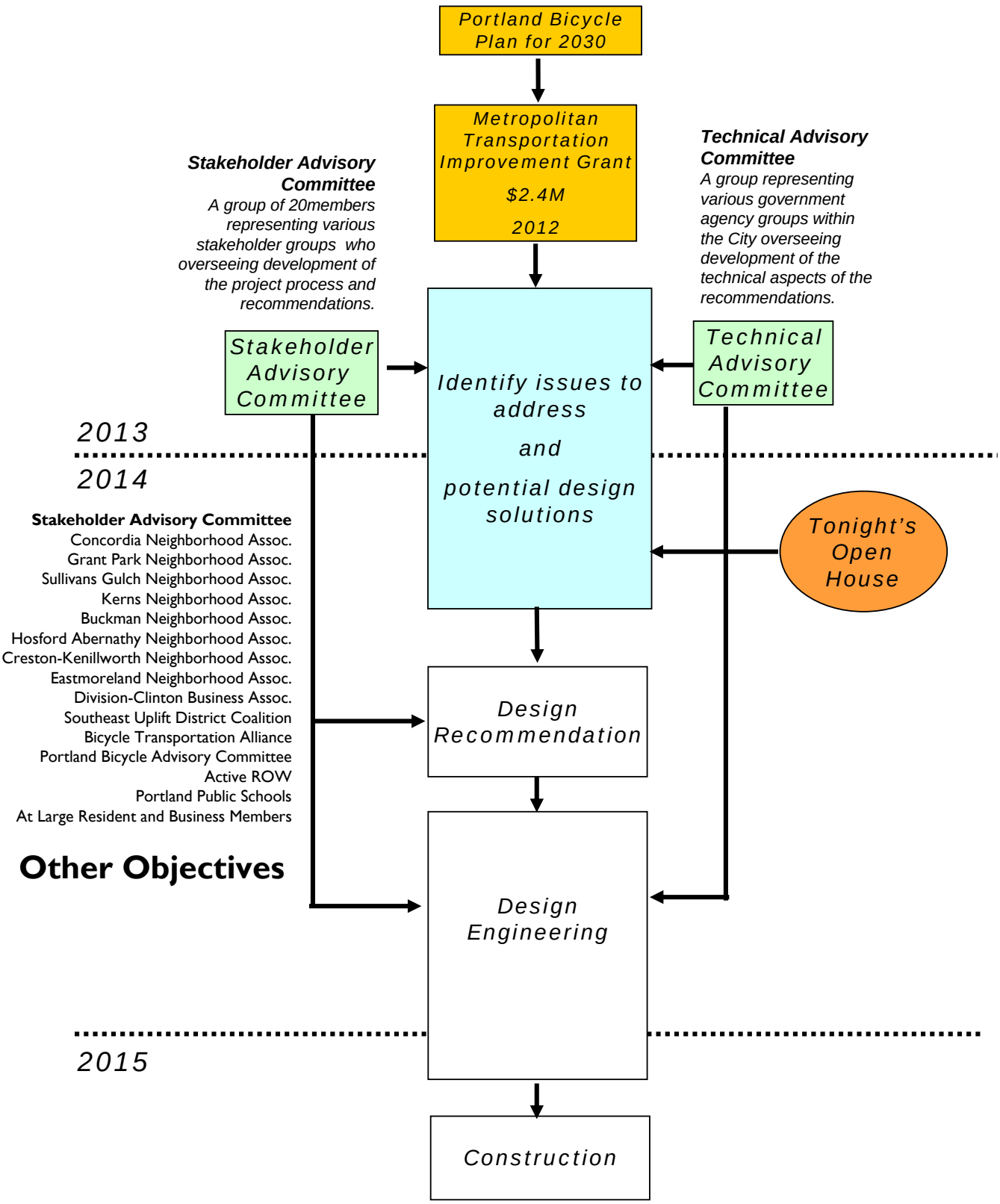
To create the space necessary to improve bicycle safety often means removing on-street parking- how much is too much removal?

Please help us determine

How to create a better overall balance between the multiple needs of the public right-of-way?

3 HOW: PROCESS

Development of the project has been overseen by a Stakeholder Advisory Committee composed primarily of neighborhood and business association representatives along the route. The committee has met four times since last summer.



OUR 'DESIGN RIDER'

Provide a facility the serves the needs of the ***Interested but Concerned Cyclist***

Who is the 'Interested but Concerned Cyclist'?

By far the largest group of cyclists in Portland are those who want to ride more, but will only do so if the bicycle system available places a strong emphasis on safety.

If Portland is to meet its primary policy goals for bicycling, it needs to make sure the bicycle network serves the needs of this critical group.

What is the Best Route (Alignment)?

Criteria:

- **Low stress:** *Low traffic volumes and speeds*
- **Directness:** *Minimize out of direction travel*
- **Local destinations:** *Provide direct access*
- **Topography:** *Minimize hilly terrain*
- **Surface conditions:** *Avoid streets in poor condition*

What is the Best Design Treatment?

Criteria:

- **Safety**: *Maximize safety/comfort for route chosen*

Low Traffic Volume	Medium Traffic Volume	High Traffic Volume
Neighborhood Greenway	Enhanced Traffic Calming	Separated Bicycle Facilities (Bike Lanes)

Parking/ Other Impacts

Are they acceptable?

NO

YES

What is the Best Treatments at Major Street Crossings?

Criteria:

- **Safety**: *National guidelines (NCHRP)*

4 BIKEWAY DESIGN TYPES

Shared Use Bicycle Facilities

Most of the route options for this project are on low traffic volume (<1,000 cars/day) streets that will be improved as **Neighborhood Greenways**. Typically these are local residential streets, between 28 and 32 ft in width.

Improvements are designed to ensure traffic volumes and speeds are kept to low enough for a safe and comfortable shared roadway experience. 'Sharrow' pavement markings and destination signage help cyclists navigate the route and alert drivers to expect bicyclists.

'Sharrow'

~56% of the overall project area is on streets that would use this treatment type

No parking removal is required

Reduced speed limit

Speed bumps

Destination signage

Stop sign adjustments top prioritize thru-bicycle movement

Enhanced Shared Use

On streets that exceed the volume targets for Neighborhood Greenways (1,000 to 3,000 cars/day) additional **traffic calming** measures can be added to improve it as a shared use environment.

Diversion is one possible technique to reduce volumes when there is non-local, cut-through traffic on local streets.

Semi-diverter

Speed Reader Boards

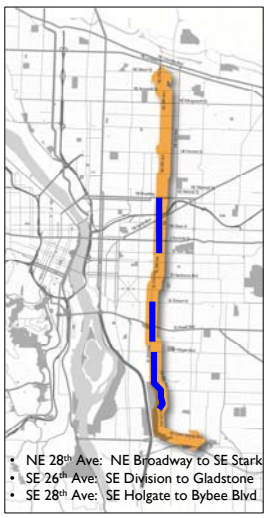
Enhanced Pavement Markings

Fire-friendly speed bumps

Emergency Response Policy and traffic calming: Streets designated as 'Major' response routes have fewer traffic calming tool options.

4 BIKEWAY DESIGN TYPES

Separated Use Bicycle Facilities



There are 3 sections of the designated route with relatively high traffic volumes (>3,000 cars/day). These are designated Collector streets that, among other purposes, are supposed to be the main traffic mobility routes for inter-neighborhood traffic flow. They also are often commercial destinations, where local access is important.

In this kind of traffic environment, the separation of bicycles from traffic is needed to ensure safety. Bike lanes are the most common type of separation, with several types to choose from.

Standard Bike Lane
5 -6 ft width

Buffered Bike Lane
7 - 8 ft width

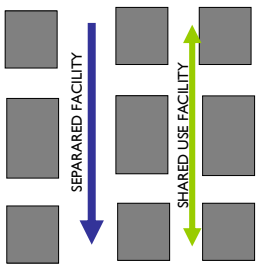
Cycle Track
Buffered lane with physical separation (grade separation, parking or wands)

Two-way Cycle Track
10 -12 ft width

Multiple Street Bicycle Facilities

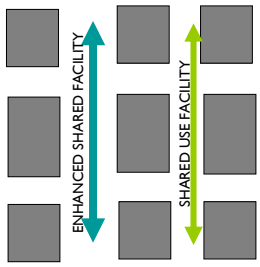
Sometimes using two streets is better than one. Bike Couplets and Bike Corridors offer a wider range of options to provide access and mobility.

BIKE COUPLET



If there is not enough room on the desired route street for a good quality two-way bicycle facility, the couplet approach allows a good facility in one direction and uses a parallel side street for the other direction (or both directions if a low volume environment is desired).

BIKE CORRIDOR



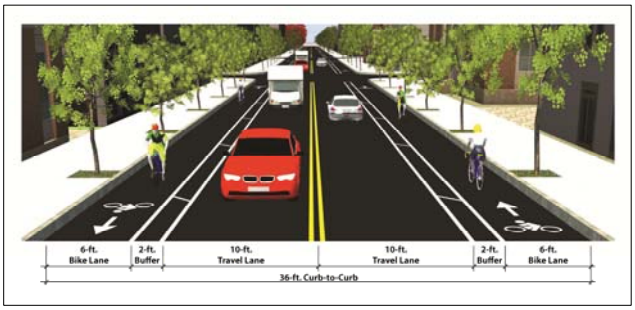
Another approach in limited spaces circumstances is the bike corridor. It provides enhanced traffic calming for the main route to improve the shared use environment, but acknowledges that to adequately serve 'interested but concerned' cyclists a parallel Greenway route is also needed.

4 BIKEWAY DESIGN TYPES

Separated Use Bicycle Facilities: The 36 ft Wide Commercial Street Challenge

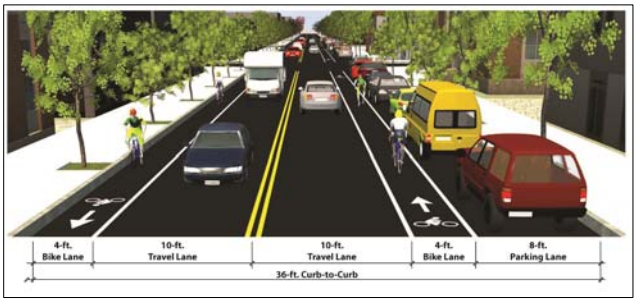
For this project, most of the streets under consideration for separated bicycle facilities are 36 ft wide, curb to curb. This width creates significant design tradeoffs related to on-street parking.

For example, 28th Ave, between NE Sandy and SE Stark, is a important neighborhood commercial district with high demand on-street parking on both sides of the street.



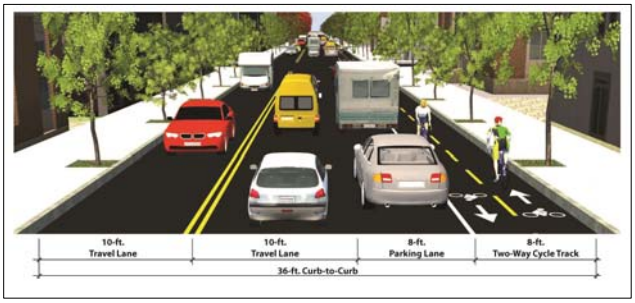
Buffered Bike Lanes (8 ft wide, both directions)
The highest quality bicycle facility, but requires both sides of parking to be removed.

DRAFT: Not recommended due to parking impact



Bike Lanes (4ft wide, both directions)
Requires one side parking removal, but results in sub-standard bike lane widths (minimum is 5 ft).

DRAFT: Not recommended because substandard bike lane width



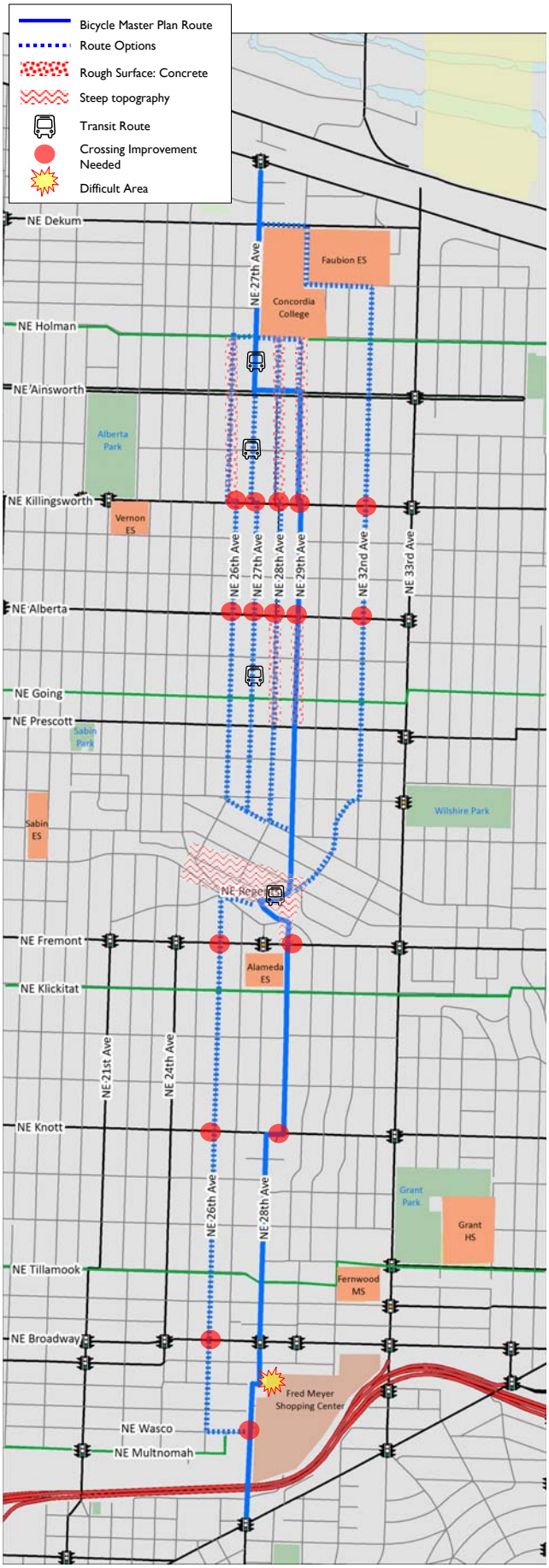
Cycle Track (8ft wide, 2-way)
Requires one side parking removal, but results in sub-standard cycle track width (minimum is 10 ft).

DRAFT: Not recommended because of substandard cycle track width

Bicycle Couplet (8ft wide, 1-way, 1 direction)
Requires only one side parking removal, but only provides an improved bike facility in one direction. Also requires a parallel Neighborhood Greenway facility on a side street for the other direction of travel.

DRAFT: Recommended for further consideration

5 NORTH: ROUTE OPTIONS AND EXISTING CONDITIONS

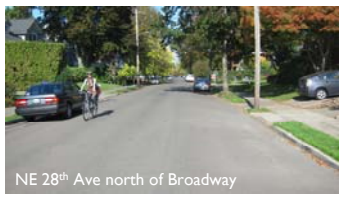


NE Lombard to Holman

OPTIONS	Transportation System Plan Classification		Existing Conditions		
	Traffic	Emergency Response	Width (ft)	Volume (avg daily)	Distance (miles)
NE 27th Ave	Local	Local	28	1,600	0.4
NE 32nd Ave	Local	Local	28-32		0.5

NE Holman to Alameda Ridge

OPTIONS	Transportation System Plan Classification		Existing Conditions		
	Traffic	Emergency Response	Width (ft)	Volume (avg daily)	Distance (miles)
NE 26th Ave	Local	Local	28-32		1.4
NE 27th Ave	Local	Local	28-32		1.4
NE 28th Ave	Local	Local	28-32	360-500	1.4
NE 29th Ave	Local	Local	28-30		1.4
NE 32nd Ave	Local	Local	28-36	200-300	1.6


NE 28th Ave north of Broadway

North of NE Broadway
A wide variety of potential route options exist

NE Fremont to Broadway

OPTIONS	Transportation System Plan Classification		Existing Conditions		
	Traffic	Emergency Response	Width (ft)	Volume (avg daily)	Distance (miles)
NE 26th Ave	Local	Local	28	600	1.2
NE 29th/28th Ave	Local	Local	28-32	450 -700	1.1

NE Broadway to I-84 Overpass

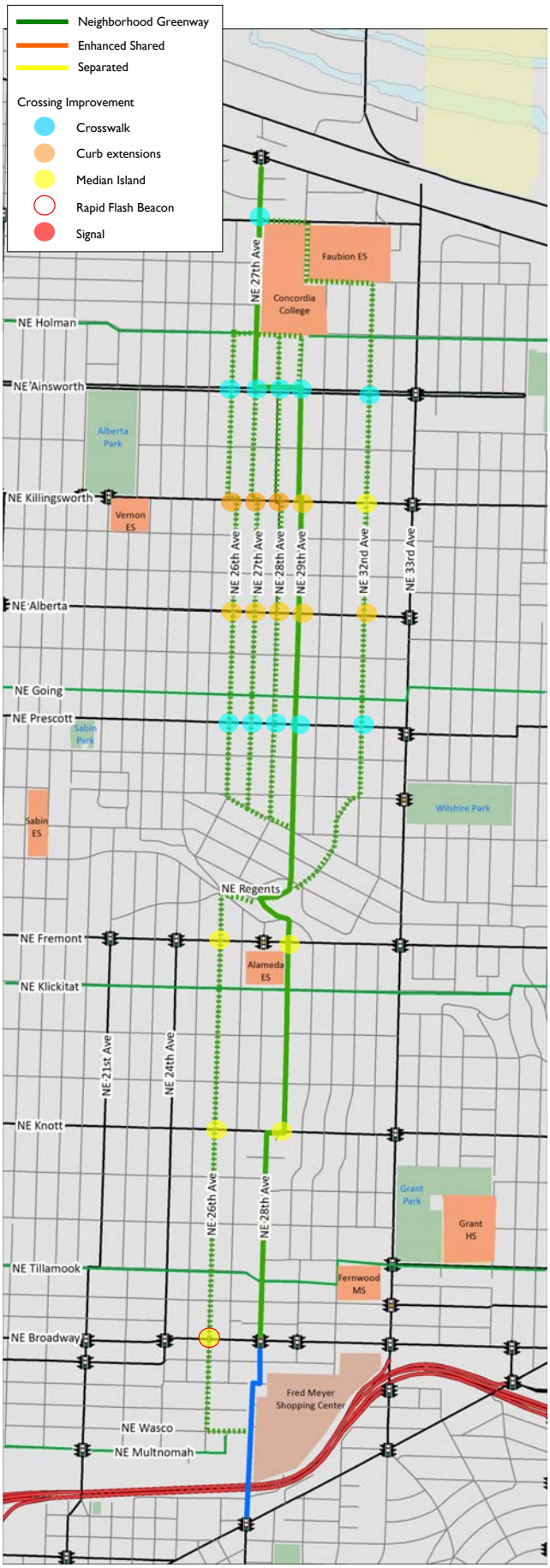
	Transportation System Plan Classification		Existing Conditions		
	Traffic	Emergency Response	Width (ft)	Volume (avg daily)	Distance (miles)
NE 26th Ave	Local	Local	24 - 28	1,200	0.4
NE 28th Ave	Collector	Major	30 -36	7,300	0.3


NE 28th Ave at Halsey

Key Issue:
Poor sight distances and a constrained right-of-way width makes this a very difficult safety issue to correct

NE/SE 20's BIKEWAY PROJECT

6 NORTH: DESIGN OPTIONS



NE LOMBARD ST

27th Ave

A

29th / 32nd Ave

B

NE HOLMAN ST

26th Ave

A

27th Ave

B

28th Ave

C

29th Ave

D

32nd Ave

E

NE FREMONT ST

26th Ave

A

28th Ave

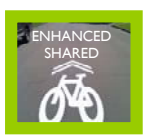
B

NE BROADWAY ST

26th Ave

A

28th Ave



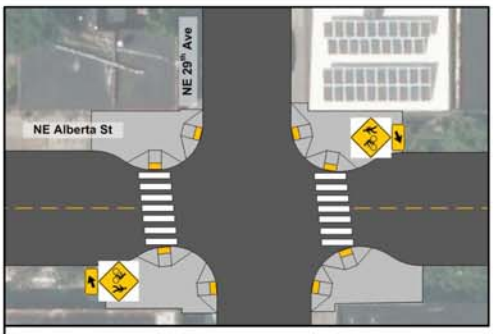
B

6 NORTH: CROSSING DESIGNS

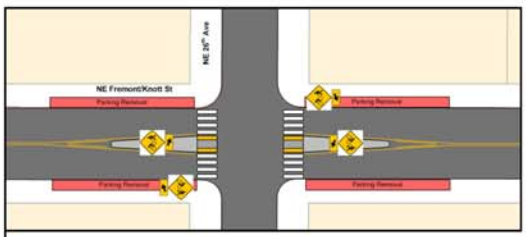
20s Bikeway Crossings: Northern Section (Lombard-Broadway)

NE 26th-29th Ave/ Killingsworth St

NE 32nd Ave/ Killingsworth St

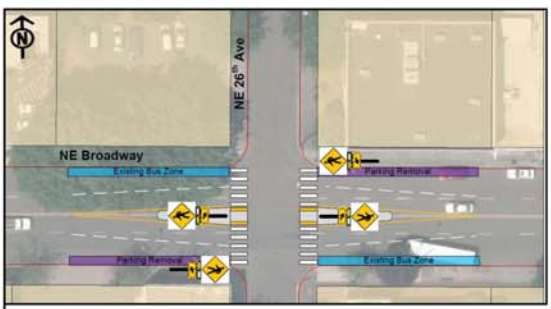


NE 26th – 29th, 32nd Ave/Alberta St

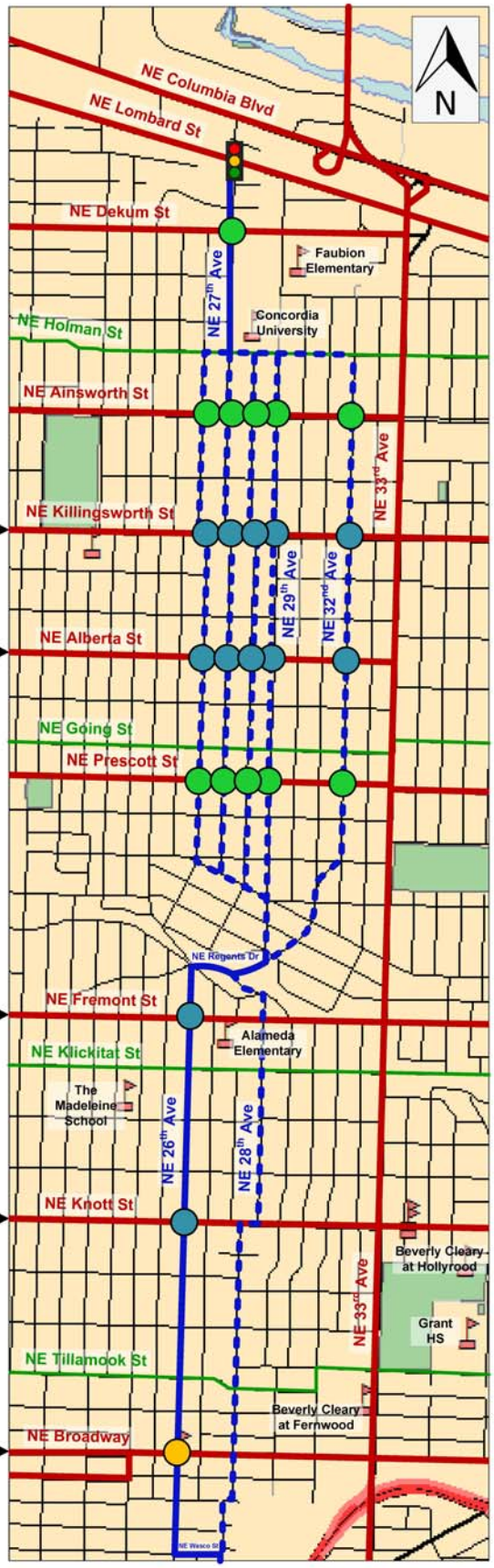


NE 26th Ave/Fremont St

NE 26th Ave/Knott St



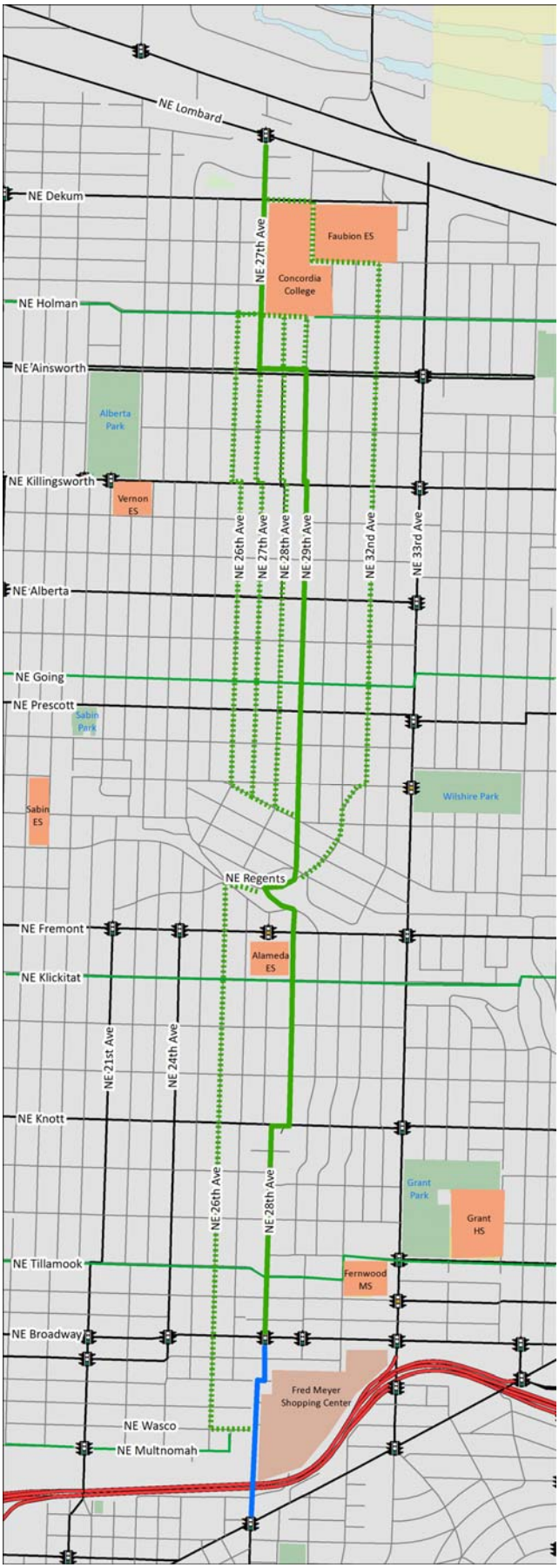
NE 26th Ave/Broadway



Legend

- Existing Signal
- Proposed Route
- Arterial Roadway
- Existing Bikeway
- Marked Crosswalk
- Marked Crosswalk w/ Civil Improvements
- Marked Crosswalk w/ Civil Improvements & Rapid Flashing Beacons

7 NORTH: OPTIONS EVALUATION



NE Lombard to Alameda Ridge

	PROJECT CRITERIA						
	Direct	Local Access	Topography	Surface Conditions	Crossings	Tradeoffs: parking/ other	Serves Interested but concerned cyclist
26th Ave GREENWAY	⇔	⇔	⇔	◐	⇔		◑
27th Ave GREENWAY	◑	⇔	⇔	◑	⇔		◑
28th Ave GREENWAY	⇔	⇔	⇔	◐	⇔		◑
29th Ave GREENWAY	◑	⇔	⇔	◑	◑		◑
32nd Ave GREENWAY	⇔	⇔	⇔	◑	◑		◑

There are several routes options in this section that have relatively similar conditions. The main differences are the poorer surface conditions on NE 26th and NE 28th Ave, transit service on NE 27th Ave, and more difficult off-set intersections at NE Killingsworth with NE 26th, 27th and 28th Ave.

NE Fremont to Broadway

	PROJECT CRITERIA						
	Direct	Local Access	Topography	Surface Conditions	Crossings	Tradeoffs: parking/ other	Serves Interested but concerned cyclist
26th Ave GREENWAY	⇔	⇔	⇔	⇔	⇔		◑
28th / 29th Ave GREENWAY	⇔	⇔	⇔	⇔	◐		◑

Both options are similar based on most of the criteria. 26th Ave aligns better with the 26th option to the south. The 28th / Knott intersection has an off-set (not as good) intersection.

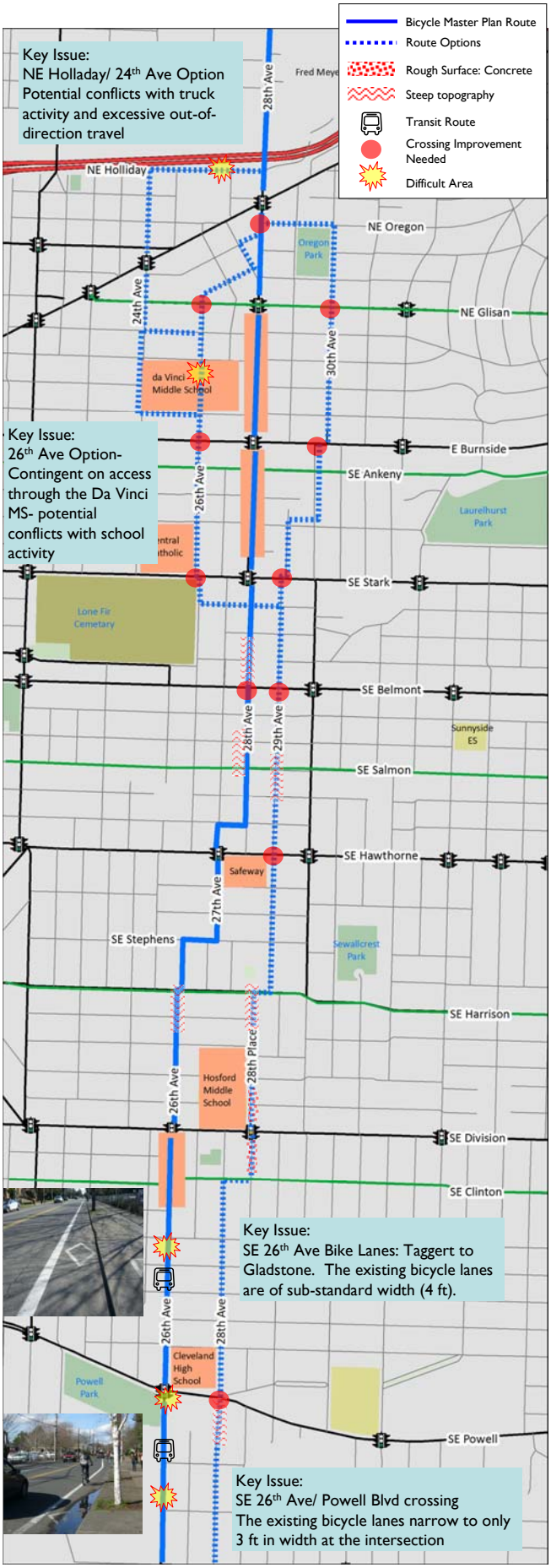
NE Broadway to I-84 Overpass

	PROJECT CRITERIA						
	Direct	Local Access	Topography	Surface Conditions	Crossings	Tradeoffs: parking/ other	Serves Interested but concerned cyclist
26th Ave GREENWAY	⇔	⇔	⇔	⇔	⇔		◑
28th Ave ENHANCED SHARED	⇔	⇔	⇔	⇔	⇔	◐	◐

The NE 26th Ave/ Wasco option avoids the Halsey corner problem on 28th Ave without additional out-of-direction travel. Because the Halsey corner problem cannot be fully addressed, 28th Ave it is not considered adequate for 'Interested but Concerned' cyclists.

NE/SE 20's BIKEWAY PROJECT

5 CENTRAL: ROUTE OPTIONS/ EXISTING CONDITIONS



I-84 Overpass to NE Sandy Blvd

	Transportation System Plan Classification		Existing Conditions		
	Traffic	Emergency Response	Width (ft)	Volume (avg daily)	Distance (miles)
NE 24th Ave	Local	Local	24 -36	1,600	0.3
NE 28th Ave	Local	Local	28	7,300	0.1

NE Sandy Blvd to SE Stark

	Transportation System Plan Classification		Existing Conditions		
	Traffic	Emergency Response	Width (ft)	Volume (avg daily)	Distance (miles)
24th Ave	Local	Local	24 - 36	700	1.1
26th Ave	Local	Local	30 - 32	500	0.9
28th Ave	Collector	Major	36	6,200	0.7
30th Ave	Local	Local	24 - 28	300 -450	1.0

SE Stark to Harrison St

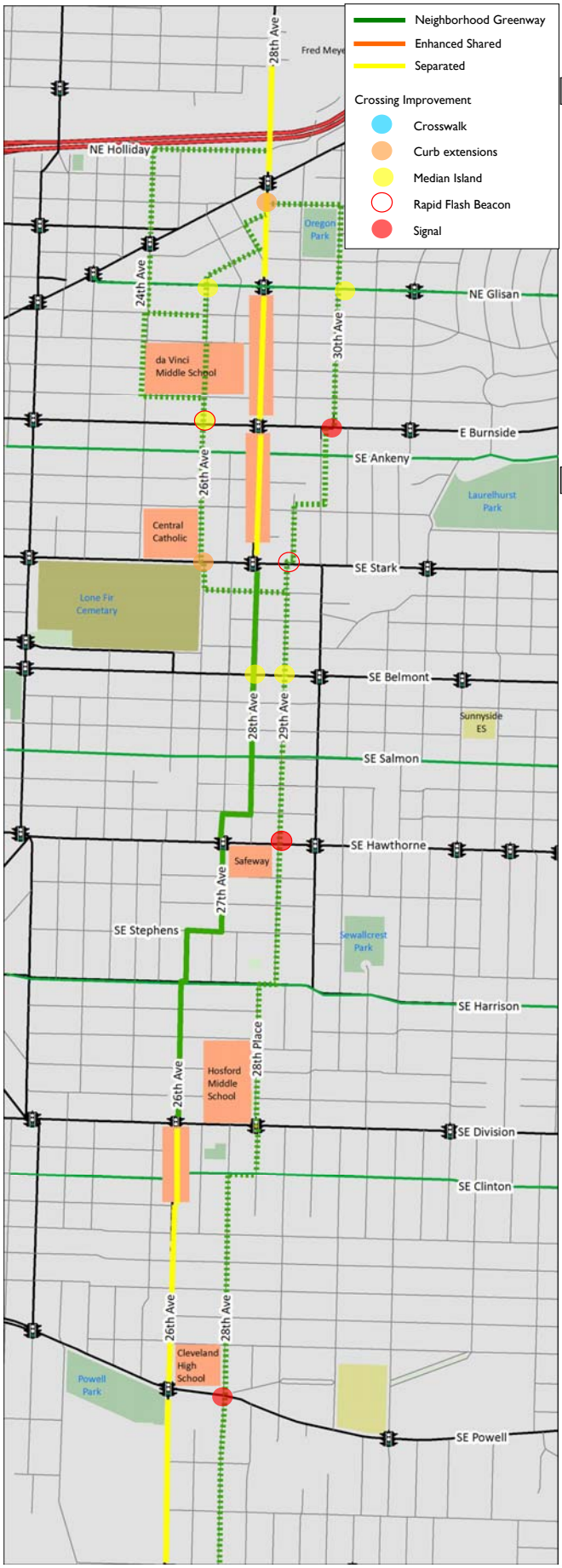
	Transportation System Plan Classification		Existing Conditions		
	Traffic	Emergency Response	Width (ft)	Volume (avg daily)	Distance (miles)
SE 28th/ 27th / 26th Ave	Local	Local	28	560 – 1,100	0.8
SE 29nd / 28th Pl	Local	Local	28-32		0.7

SE Harrison St to Powell Blvd

	Transportation System Plan Classification		Existing Conditions		
	Traffic	Emergency Response	Width (ft)	Volume (avg daily)	Distance (miles)
SE 26th Ave	Collector	Major	36	4,900-6,700	0.7
SE 28th Pl/ Ave	Local	Local	28-32		0.8

NE/SE 20's BIKEWAY PROJECT

6 CENTRAL: DESIGN OPTIONS



NE WASCO ST

28th Ave

A

Two-Way Cycle Track
The existing bike lanes can be converted a Cycle Track along the west side of the street, which eliminates an additional crossing of 28th in the south bound direction

B

Extend Bicycle Lanes
The existing bike lanes can be extended from the overpass to NE Sandy Blvd.

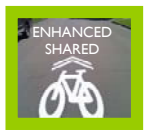
NE SANDY BLVD / OREGON ST

28th Ave + **30th Ave**

A

Bike Couplet Strategy
Southbound: remove parking from one side of 28th Ave, add buffered bike lane.
Northbound: Greenway on 30th Ave

B



Bike Corridor Strategy
28th Ave: Enhanced shared treatment
30th Ave: Neighborhood Greenway

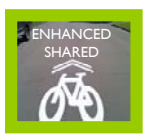
SE STARK ST

28th / 27th /26th Ave OR **29th Ave**

A **B**

SE DIVISION ST

26th Ave + **28th Ave**



Bike Corridor Strategy
26th Ave: Enhanced shared treatment
28th Ave: Neighborhood Greenway

SE TAGGERT ST

26th Ave + **28th Ave**

A

Bike Couplet Strategy
Southbound: Combine existing bikelanes on 26th Ave to create buffered bike lane
Northbound: Greenway on 28th Ave

B

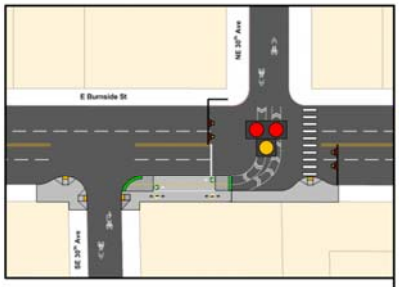
Bike Corridor Strategy
28th Ave: Enhanced shared treatment
30th Ave: Neighborhood Greenway

6 CENTRAL: CROSSING DESIGNS

20s Bikeway Crossings: Central Section (Broadway-Division)

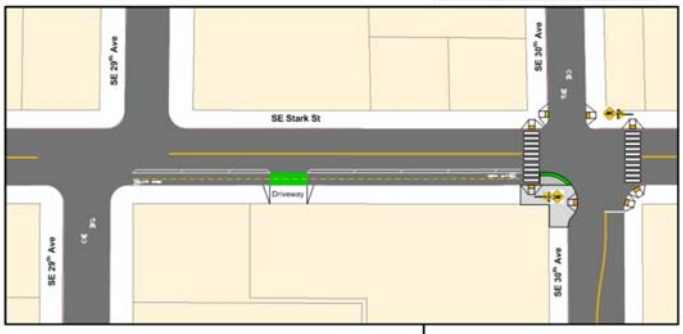
NE 26th Ave/Broadway – See Northern Section Display

NE 28th Ave/Sandy Blvd – See 28th & Sandy Display

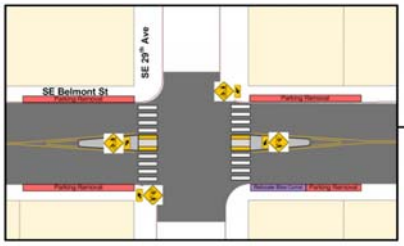


NE 30th Ave/Glisan St

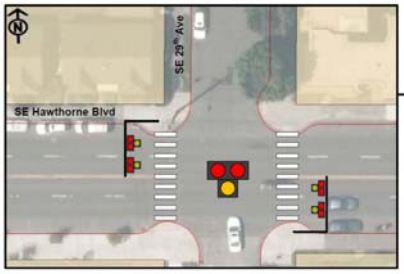
E Burnside St/30th Ave



SE 30th Ave/Stark St



SE 29th Ave/ Belmont St



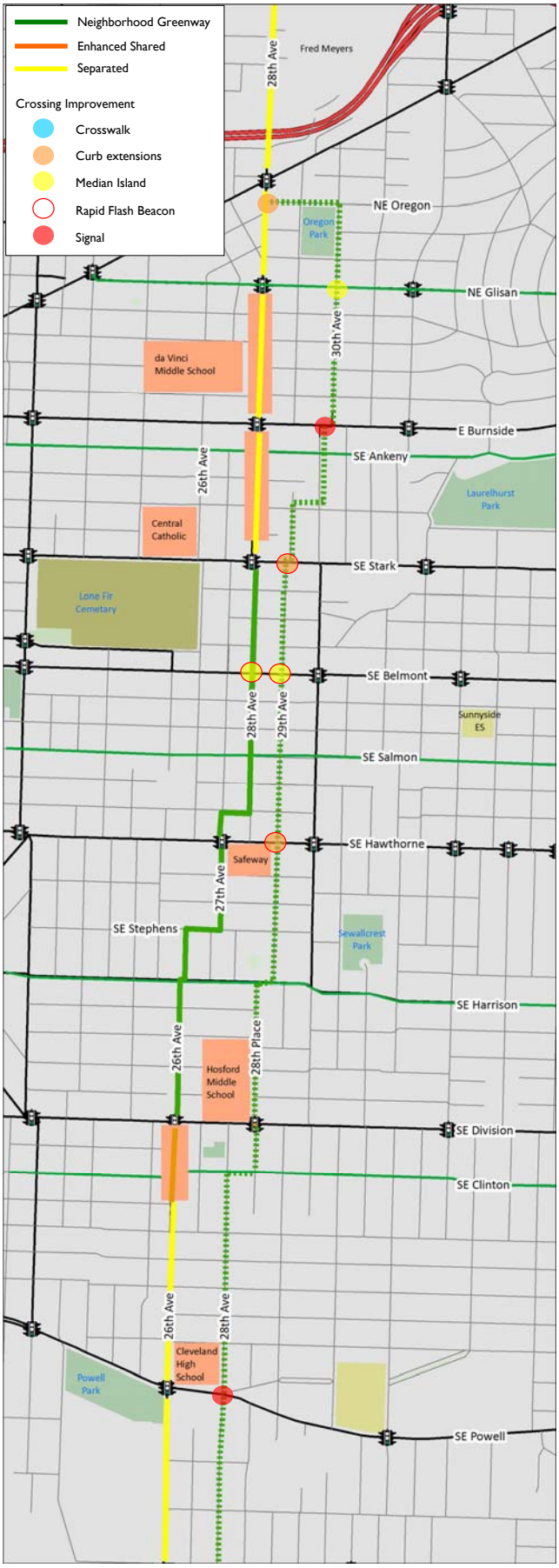
SE 29th Ave/Hawthorne Blvd

Legend

- Proposed Route
- Alternate Route
- Arterial Roadway
- Existing Bikeway
- Existing Signal
- Modified Signal
- Marked Crosswalk w/ Civil Improvements
- Marked Crosswalk w/ Civil Improvements & Rapid Flashing Beacons
- Marked Crosswalk w/ Pedestrian Hybrid Beacon

NE/SE 20's BIKEWAY PROJECT

7 CENTRAL: OPTIONS EVALUATION



NE Wasco to Sandy Blvd

OPTIONS	PROJECT CRITERIA						
	Direct	Local Access	Topography	Surface Conditions	Crossings	Tradeoffs: parking/ other	Serves Interested but concerned cyclist
28th Ave CYCLE TRACK/ BIKE LANES	↑	↑	⇔	⇔	⇔	↓	↑
24th Ave	↓	↑	⇔	⇔	⇔	↓	↓

The NE Holliday/ 24th Ave Option was removed from further consideration because of excessive out-of-direction travel and potential conflicts with truck traffic on NE Holliday.

The 28th Ave cycle track or bike lane option requires parking removal from the west side of the street, south of Sandy Blvd, approximately 7 spaces.

NE Sandy Blvd to SE Stark St

OPTIONS	PROJECT CRITERIA						
	Direct	Local Access	Topography	Surface Conditions	Crossings	Tradeoffs: parking/ other	Serves Interested but concerned cyclist
28th Ave/ 30th COUPLET	↑	↑	⇔	⇔	⇔	↓	↑
28th Ave/ 30th CORRIDOR	⇔	⇔	⇔	⇔	⇔		↑
30th Ave GREENWAY	↓	↓	⇔	⇔	⇔		↑
26nd Ave	↓	⇔	⇔	⇔	⇔	↓	↑

This is a very important section because it is the heart of the route. 28th Ave provides a direct connection across the freeway and direct access to a business district. However, there are significant tradeoffs with either the route on 28th Ave (on-street parking loss) or off (out-of-direction travel and lack of direct access to businesses). The 26th Ave Option was removed from further consideration because of the difficulty of getting an route through the DaVinci School site. Going around the school introduces too much out-of-direction travel.

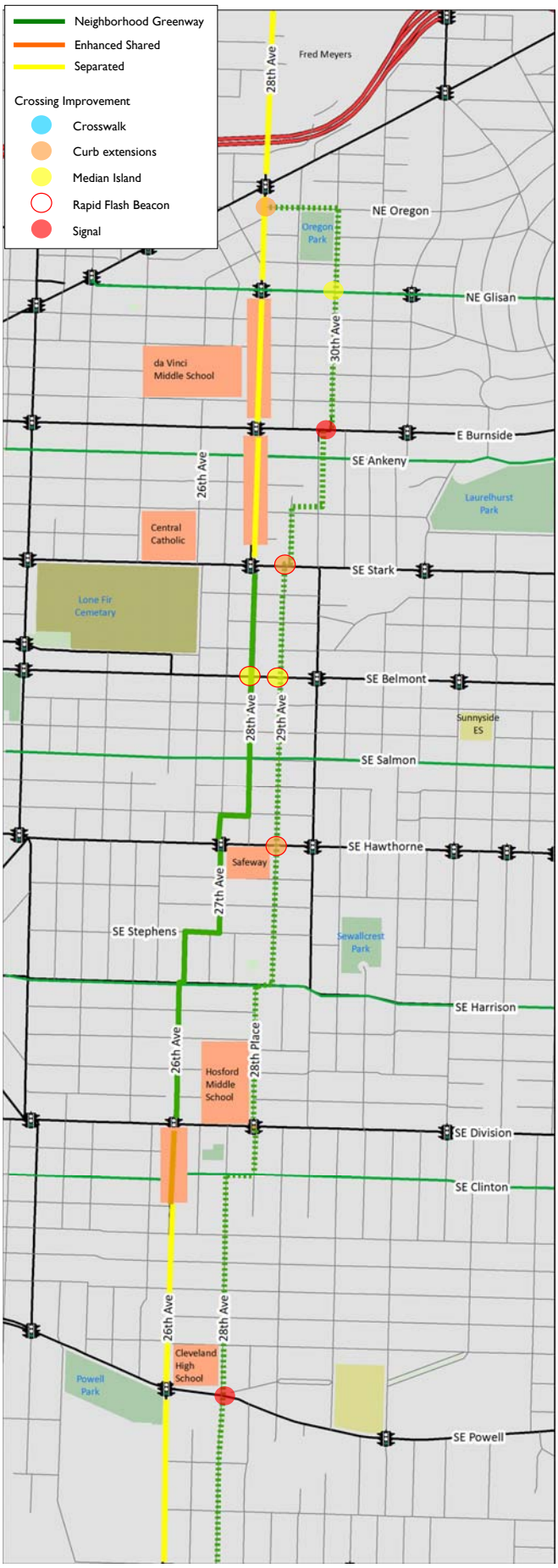
The Couplet option requires parking removal from the west side of the 28th Ave, approximately 89 spaces.

SE Stark St to Harrison St

OPTIONS	PROJECT CRITERIA						
	Direct	Local Access	Topography	Surface Conditions	Crossings	Tradeoffs: parking/ other	Serves Interested but concerned cyclist
28th Ave GREENWAY	⇔	⇔	↓	⇔	⇔		↑
29th Ave GREENWAY	⇔	⇔	⇔	⇔	⇔		↑

The main difference between the options in this section is that SE 29th Ave has much flatter topography between SE Stark an Belmont than SE 28th Ave.

7 CENTRAL: OPTIONS EVALUATION



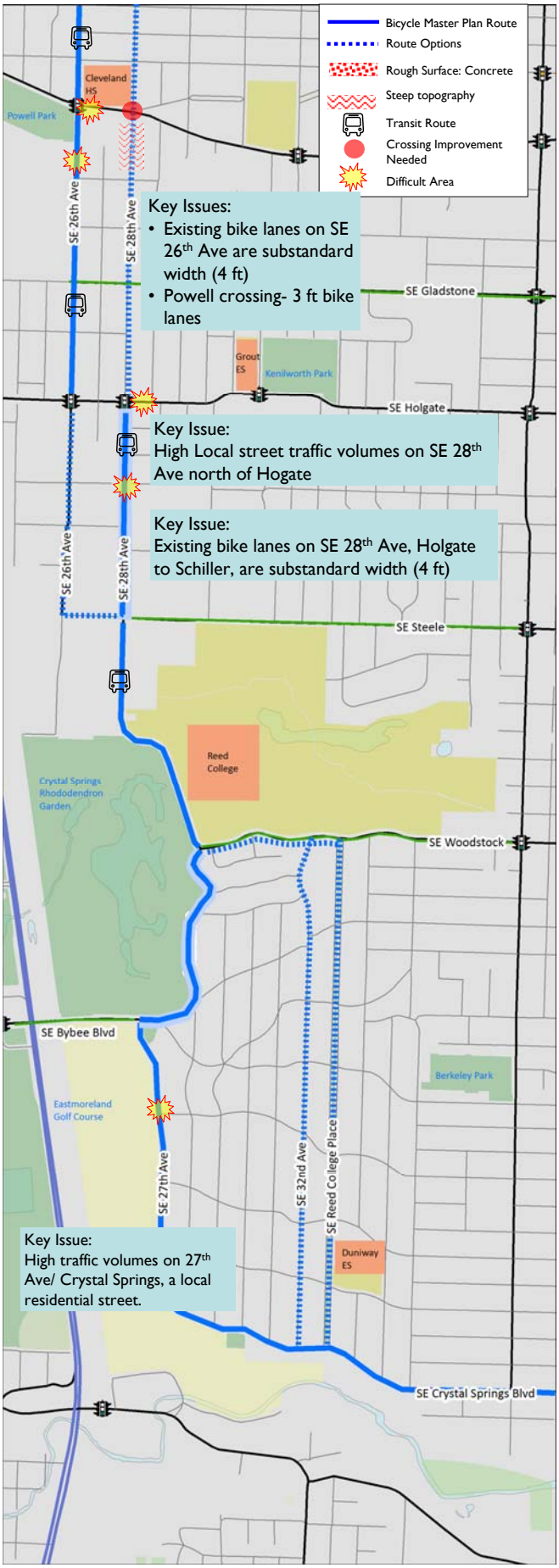
SE Harrison to Powell Blvd

OPTIONS	PROJECT CRITERIA						
	Direct	Local Access	Topography	Surface Conditions	Crossings	Tradeoffs: parking/ other	Serves Interested but concerned cyclist
26th Ave/ 28th COUPLET	◐	◐	⇔	⇔	⇔		◐
26th Ave/ 28th CORRIDOR	⇔	⇔	⇔	⇔	⇔		◐
28th Ave GREENWAY	⇔	◑	⇔	⇔	⇔		◐

Many of the same issues from the NE Sandy to Stark St section are repeated in this section.
The direct route traverses another 36 ft wide commercial street where parking is in high demand.
The main difference in this section is that parking has already been removed from the west side of the street south of Taggert to install substandard bike lanes.
Here, implementing the Couplet Option to SE Gladstone would improve the quality of the bicycle facility on SE 26th Ave without requiring additional parking removal.
The proposed 28th Ave/Powell crossing is contingent of ODOT approval.

NE/SE 20's BIKEWAY PROJECT

5 SOUTH: ROUTE OPTIONS/ EXISTING CONDITIONS



SE Powell Blvd to Gladstone

	Transportation System Plan Classification		Existing Conditions		
	Traffic	Emergency Response	Width (ft)	Volume (avg daily)	Distance (miles)
SE 26th Ave	Collector	Major	36	7,200	0.3
SE 28th Ave	Local	Local	36		0.3

SE Gladstone to Holgate Blvd

	Transportation System Plan Classification		Existing Conditions		
	Traffic	Emergency Response	Width (ft)	Volume (avg daily)	Distance (miles)
SE 26th Ave	Collector	Major	36		0.2
SE 28th Ave	Local	Local	30	2,700	0.2

SE Holgate Blvd to Steele

	Transportation System Plan Classification		Existing Conditions		
	Traffic	Emergency Response	Width (ft)	Volume (avg daily)	Distance (miles)
SE 26th Ave	Local	Local	40		0.5
SE 28th Ave	Collector	Major	36 - 40	6,900	0.4


SE 28th Ave, south of Holgate

SE Steele to Woodstock Blvd

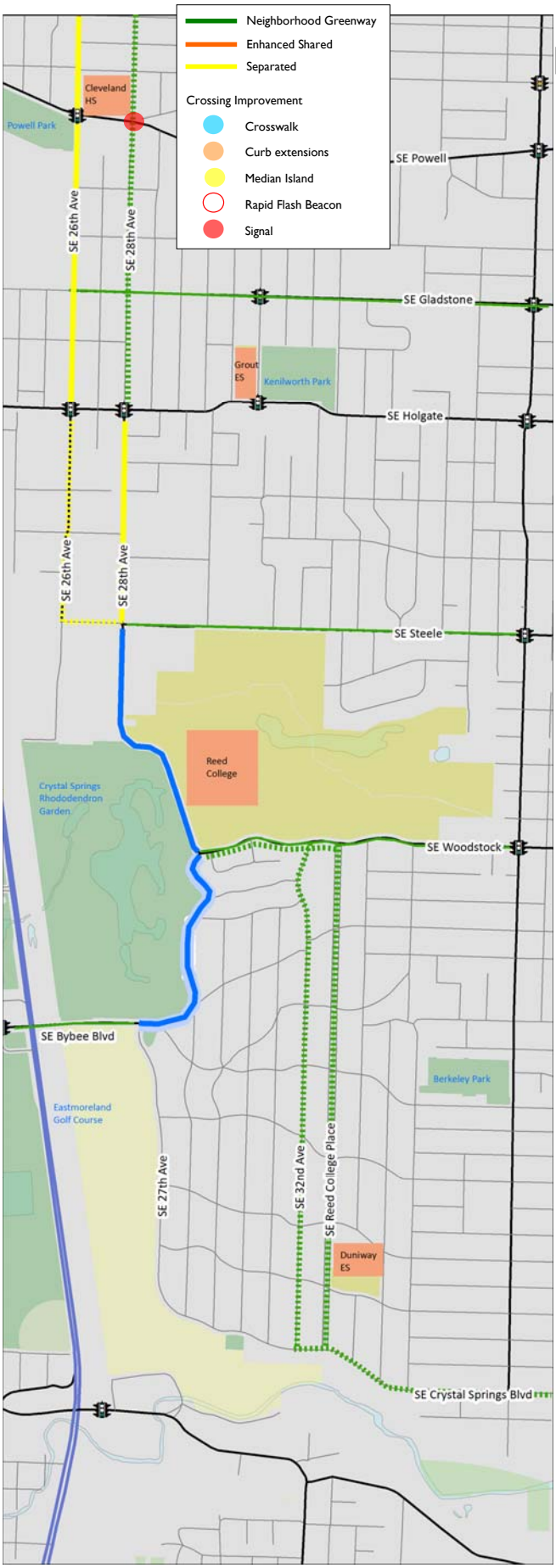
	Transportation System Plan Classification		Existing Conditions		
	Traffic	Emergency Response	Width (ft)	Volume (avg daily)	Distance (miles)
SE 28th Ave	Collector	Major	36 - 40	5,200	0.5

SE Woodstock to 45th Ave

	Transportation System Plan Classification		Existing Conditions		
	Traffic	Emergency Response	Width (ft)	Volume (avg daily)	Distance (miles)
SE 28th Ave	Collector	Major	36 - 40	9,800	
SE 27th Ave/ Crystal Sp	Local	Local	36	3,900	1.9
SE 32nd Ave/ Crystal Sp	Local	Local	36	600	1.8
SE Reed Coll/ Crystal Sp	Local	Local	36	700	1.8

NE/SE 20's BIKEWAY PROJECT

6 SOUTH: DESIGN OPTIONS



SE POWELL BLVD

A

26th Ave

+

28th Ave

Bike Couplet Strategy
Southbound: Combine existing bike lanes on 26th Ave to create buffered bike lane
Northbound: Greenway on 28th Ave

B

+

Bike Corridor Strategy
28th Ave: Enhanced shared treatment
30th Ave: Neighborhood Greenway

SE GLADSTONE ST

SE 28th/ Holgate Diversion
Both options include a semi-diverter to divert northbound traffic to SE 26th Ave, consistent with Transportation System Plan policy.

SE HOLGATE BLVD

A

NO CHANGE

B

+

28th Ave, Holgate to Schiller
Remove remaining parking to widen current substandard bike lanes to buffered bike lanes

28th Ave, Schiller to Woodstock
NO CHANGE

C

Bike Couplet South Terminus Option
The Bike Couplet Strategy has the option of either ending at SE Galdstone (no parking removal required), or continuing to SE Steele. The Steele option allows the existing substandard bike lanes on 28th Ave three blocks south of Holgate to be improved to a single buffered bike lane.

SE WOODSTOCK BLVD

32nd Ave

A

Reed College Place

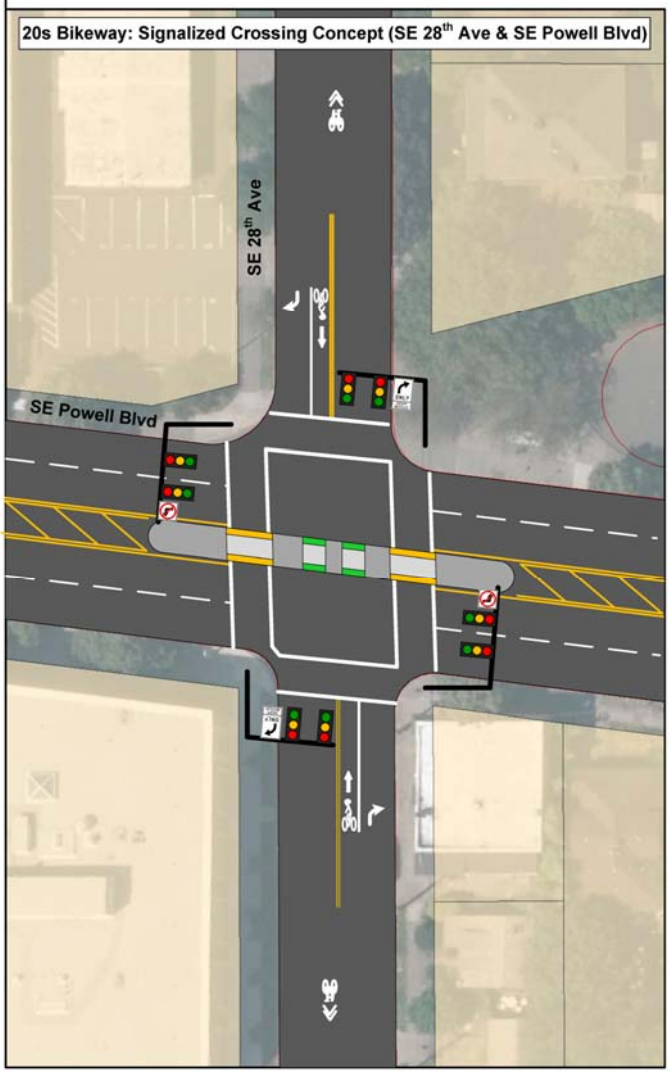
B

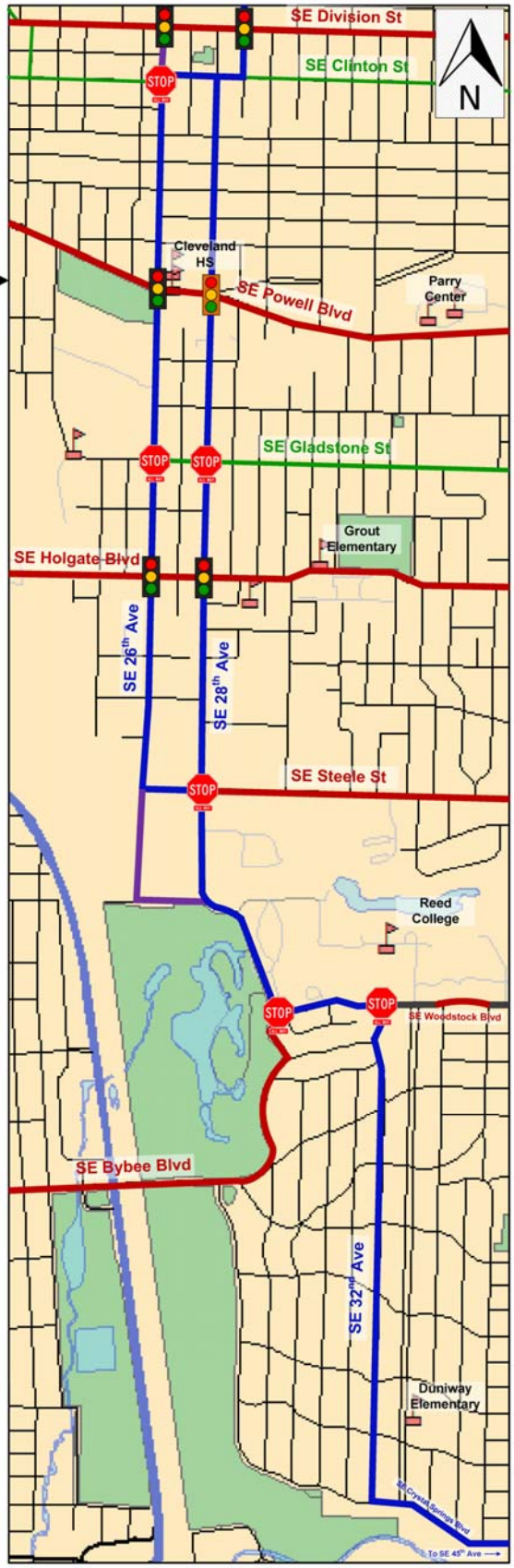
SE 45TH AVE

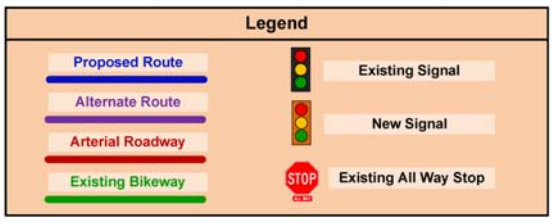
20s Bikeway Crossings: Southern Section (Division-Crystal Springs)

Note: SE Powell Blvd is under the jurisdiction of the Oregon Department of Transportation (ODOT). New signal installation required ODOT approval which may not be granted.

SE 28th Ave/Powell Blvd

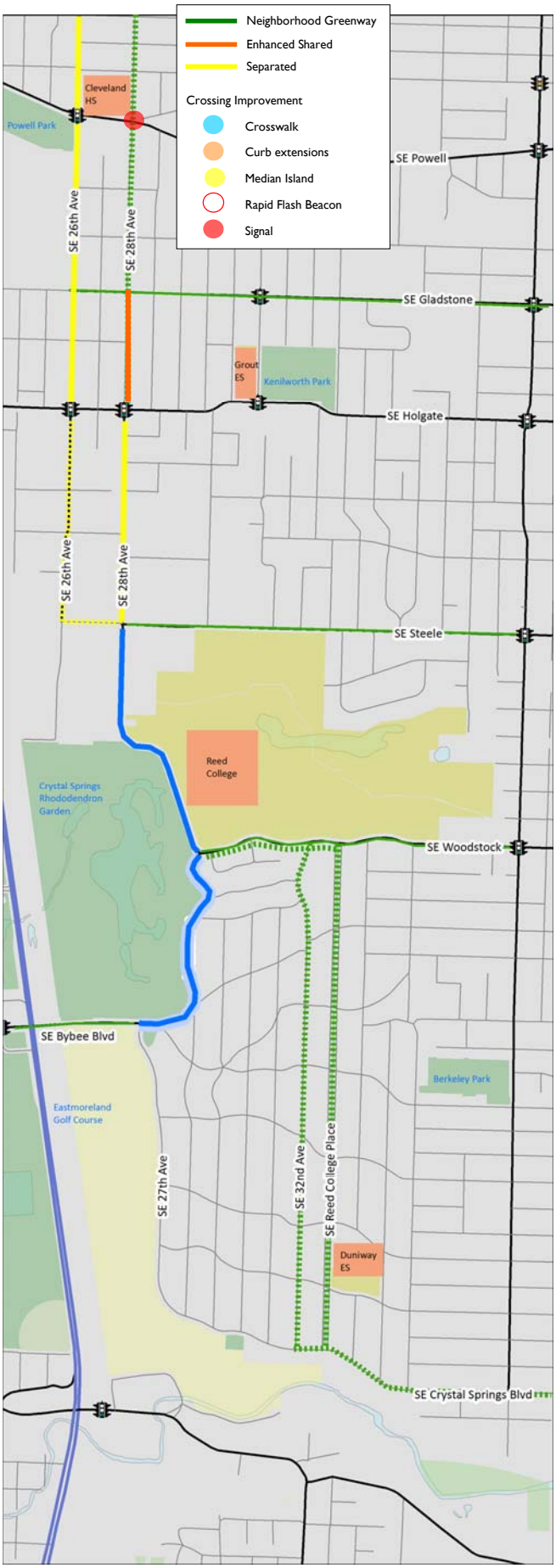






NE/SE 20's BIKEWAY PROJECT

7 SOUTH: OPTIONS EVALUATION



SE Powell Blvd to Gladstone

OPTIONS	PROJECT CRITERIA: Direct	Local Access	Topography	Surface Conditions	Crossings	Tradeoffs: parking/ other	Serves Interested but concerned cyclist
26th Ave/ 28th COUPLET	◐	◐	⇔	⇔	⇔		◐
26th Ave/ 28th CORRIDOR	⇔	⇔	⇔	⇔	⇔		◐
28th Ave GREENWAY	⇔	◑	⇔	⇔	⇔		◐

If the Couplet Option is used to the north of Powell, it can be extended to at least SE Gladstone without any additional parking impact.

Both the Couplet and Corridor options are contingent on approval of the 28th/Powell crossing by the Oregon Dept of Transportation (ODOT).

SE Gladstone to Holgate

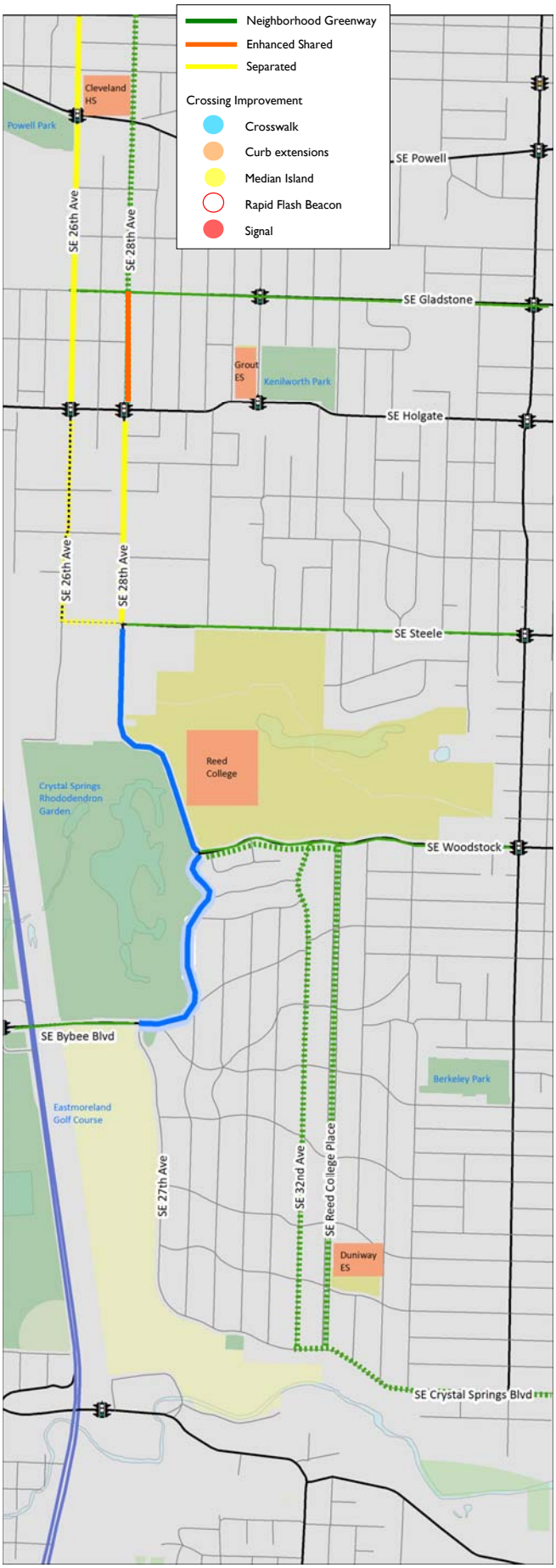
OPTIONS	PROJECT CRITERIA: Direct	Local Access	Topography	Surface Conditions	Crossings	Tradeoffs: parking/ other	Serves Interested but concerned cyclist
26th Ave/ 28th COUPLET EXTENSION	⇔	⇔	⇔	⇔	⇔	◑	◐
28th Ave ENHANCED SHARED	⇔	⇔	⇔	⇔	⇔		◐

South of Gladstone, there is the option to extend the couplet to Steele. The advantage of this option is that allows improvement of the substandard bike lanes on SE 28th Ave between Holgate and Schiller. To do so however, requires parking removal from the west side of SE 26th Ave, from Gladstone to SE Steele.

28th/ Holgate Diversion:
Because 28th Ave is a designated Local Street that carries excessive traffic volumes, diversion at SE Holgate is proposed. Diverting through traffic to the Collector Street (26th Ave via Holgate) would allow Greenway treatment to be used, which avoids parking removal to otherwise install bike lanes. This is recommended regardless of whether the couplet is extended or not.

The Couplet extension option requires parking removal from the west side of the 26th Ave, between Gladstone and Holgate of approximately 26 spaces.

7 SOUTH: OPTIONS EVALUATION



SE Holgate to Steele

OPTIONS	PROJECT CRITERIA						
	Direct	Local Access	Topography	Surface Conditions	Crossings	TradeoffS: parking/ other	Serves Interested but concerned cyclist
26th Ave/ 28th COUPLET EXTENSION	⇔	⇔	⇔	⇔	⇔	🌓	🎧
28th Ave EXISTING BIKE LANES	⇔	⇔	⇔	⇔	⇔	🌓	🎧

The weak link of the existing bike lanes on SE 28th Ave is the three block section of sub-standard (4 ft) bike lanes between Holgate and Schiller.
The Couplet extension option allows conversion of this section to an substantially improved single buffered bike lane, but requires parking removal on 26th Ave between Gladstone and Steele.
The existing 28th Ave bike lanes between Holgate and Schiller can be widened to a substantially improved buffered lane if the current one side parking is removed.

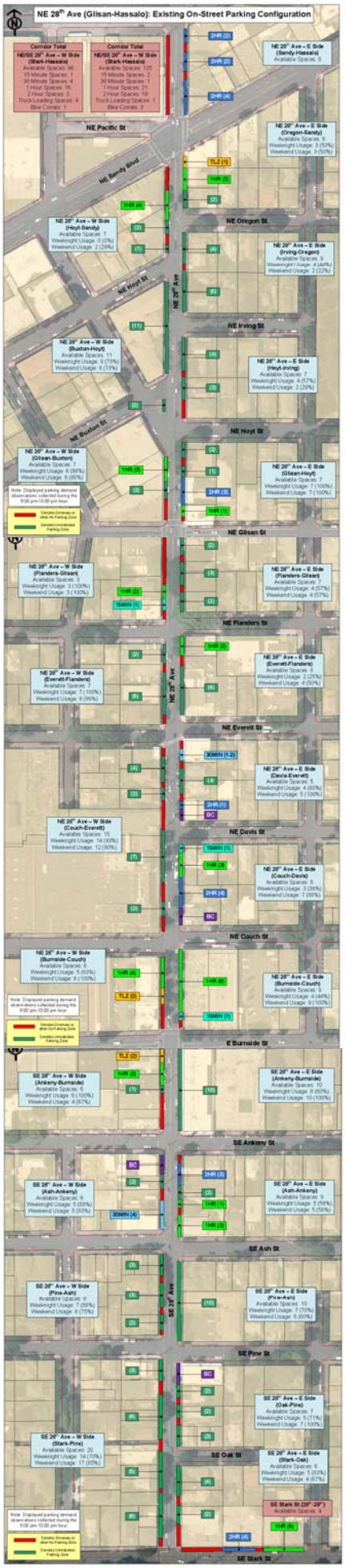
The Couplet extension option requires parking removal from the west side of the 26th Ave, between Gladstone and Steele of approximately 43 spaces.

Widening of the existing bike lanes of the 28th Ave, Holgate to Schiller, requires parking removal of approximately 25 spaces.

SE Woodstock to 45th Ave

OPTIONS	PROJECT CRITERIA						
	Direct	Local Access	Topography	Surface Conditions	Crossings	TradeoffS: parking/ other	Serves Interested but concerned cyclist
28th Ave, 27th Ave Crytal Springs Blvd BIKE LANES	⇔	⇔	🌓	⇔	🌓	🌓	🎧
32nd Ave GREENWAY	⇔	🎧	⇔	⇔	⇔		🎧
Reed College Place GREENWAY	⇔	🎧	⇔	⇔	⇔		🎧

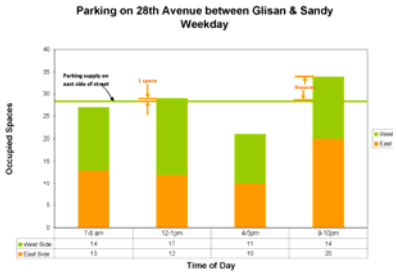
The 32nd Ave and Reed College Place options are very similar and both offer distinct advantages over the 28th Ave/ 27th Ave/ Crystal Springs route. This is mainly because of the elevated traffic volumes on 27th Ave and the difficulty of getting a good crossing improvement at SE Bybee/ 27th Ave. They also provide direct access to Duniway School.

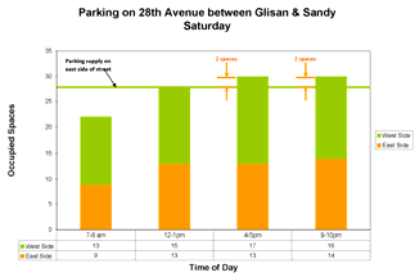


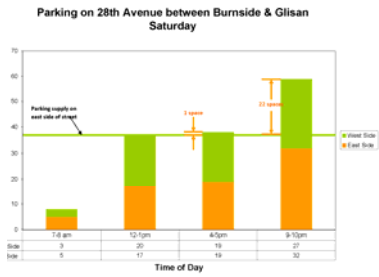
28th Ave
NE SANDY BLVD to STARK ST
ON-STREET PARKING SUPPLY & UTILIZATION

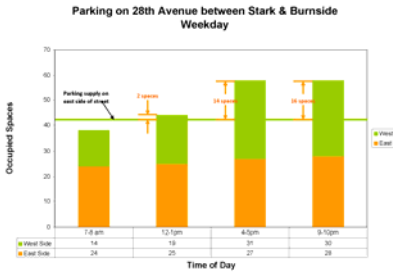
Parking supply and utilization data was collected last summer to assess potential parking impacts. The data was collected on Tuesday and Saturday during four time periods: , 7-8 am, 12-1 pm, 4-5 pm, and 9-10 pm. Overall, the peak period for utilization is on weekend evenings.

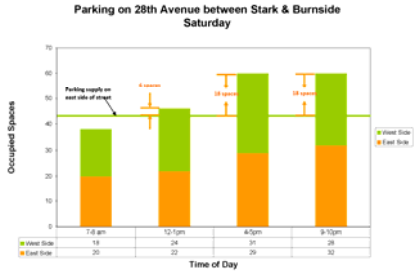
The graphs below provides a summary of the data when the weekend evening utilization time period is used to assess a scenario where one side parking is removed. The west side was chosen for removal because there is less overall supply and demand compared to the east side.











8 COMMENTS

Please take one more moment to fill out a comment form

Tell us what you think about:

- **Important safety issues this project needs to address**
- **Important destinations this project needs to serve**
- **Which route options and design treatments you prefer**

THANK YOU FOR PARTICIPATING