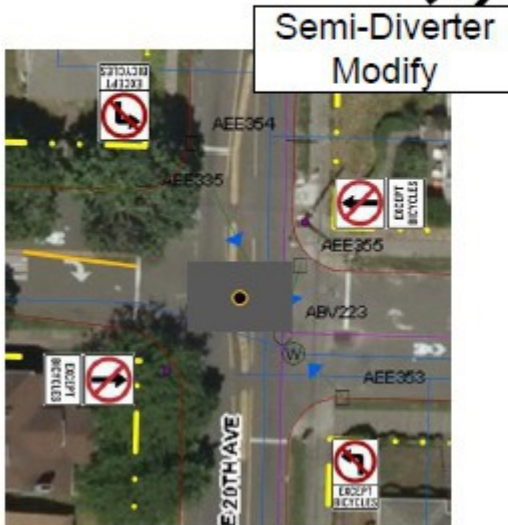
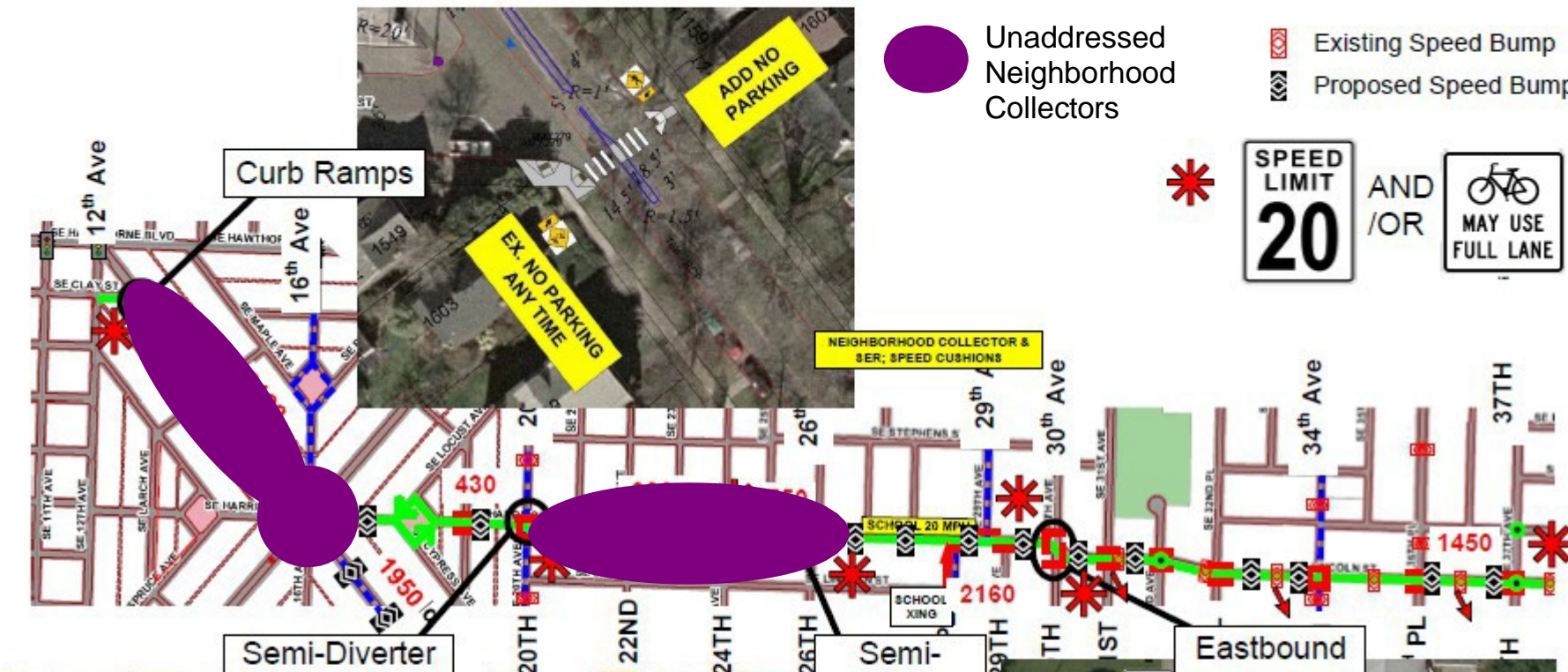


A World Class Ladd's-Lincoln-Harrison: Current conditions


- Legacy Major City Bikeway, Poorly performing
- Ladd's, Harrison between 20th-30th, Lincoln in the 50's all have higher than 2000+ VMT
- Speed higher than 20 MPH the entire stretch
- Mount Tabor cut through to access 52nd South
- Will become the mainline Greenway from south Portland as the 60's bikeway ends at 64th
- Can be used as an opportunity to organize Northbound 26th and southbound 30th/60th Traffic







SE Ladd/Harrison/Lincoln, Clay to 37th Neighborhood Greenway - Projects

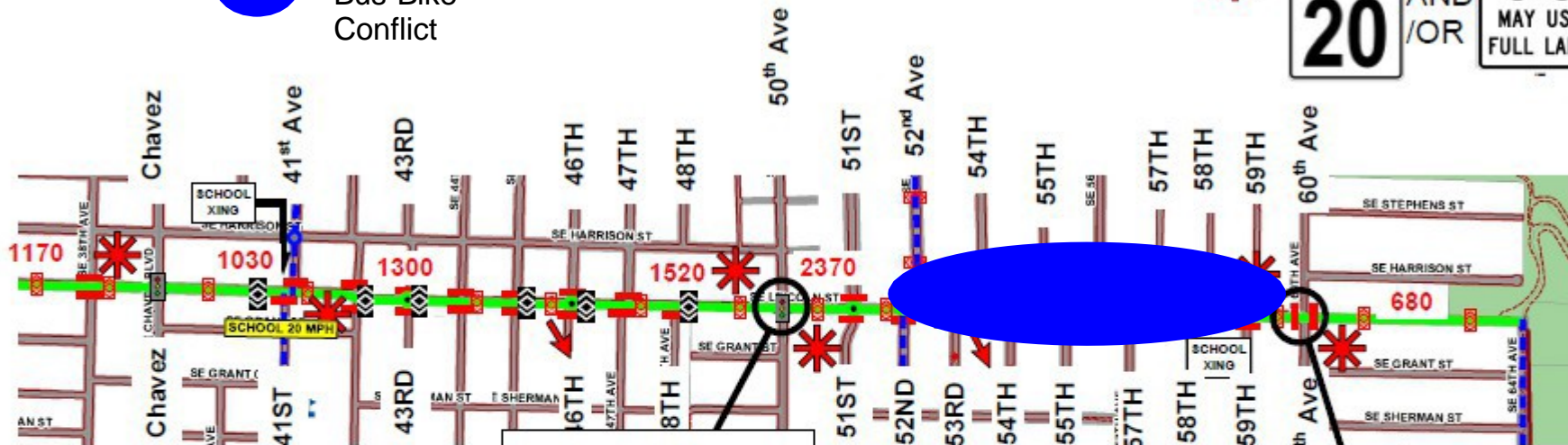
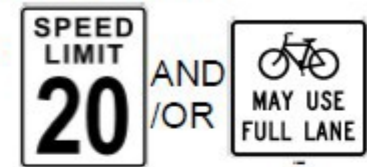
- | Greenway
- Project Site
- Other Bikeway
- #### Auto Trips
- Existing Speed Bump
- Proposed Speed Bump
- Unaddressed Neighborhood Collectors
- * SPEED LIMIT 20 AND/OR BICYCLE MAY USE FULL LANE



SE Lincoln, 37th to 64th Neighborhood Greenway - Projects

 Unaddressed Bus-Bike Conflict

-  Greenway
-  Project Site
-  Other Bikeway
-  Existing Speed Bump
-  Proposed Speed Bump
-  Auto Trips

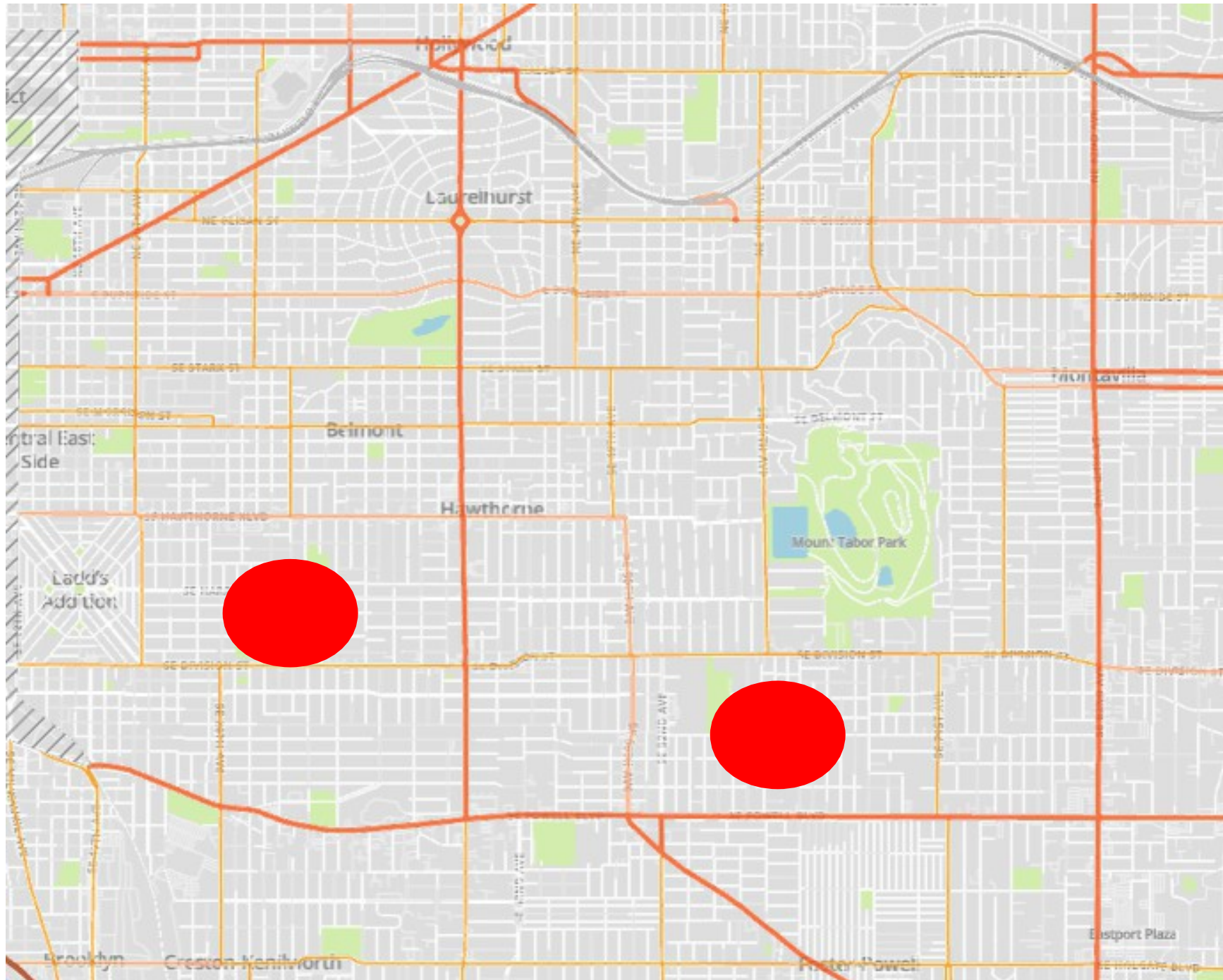


Semi-Diverter



Bike Buttons and Approach Lane

Where will the traffic go when the collector ends?



The More Robust Safety Plan

- Phase 1: Within the \$170 budget

Modernize 20th Diverter

Diversion at 26th West

30th East AND West

37th East and West at the Traffic Circle if Needed

43 rd East and West at the Traffic Circle

50th East and West

- Phase 2:

Make Ladd's Circle Bus-Bike Only

Add Two Bus Friendly Diverters in the 50's

Upgrade 30th Hawthorne-Division and 62nd Division to Powell to
Neighborhood Collectors

Why the Added Collectors?

- Mount Tabor Critique: Where will the southbound 60th traffic go?
- 62nd allows for a funnel to collect diverted traffic from Lincoln that is currently using 52nd or 50th to head southbound, would require traffic lights at Powell and long term Division
- 30th Moves the current collectors of 26th-Lincoln to 30th
- Safety improvements including parking removal in narrow locations combined with speed tables will be needed
- Clear Signage at 60th Southbound: “To Powell take 62nd”
- Clear Signage at 30th/Division South: “To Powell take 26th”
- Clear Signage at 26th/Division North: “To Hawthorne Take 20th”

Final Product?

- Highly Diverted Major City Bikeway of “Ladd's-Lincoln-Harrison” would become the most family friendly in the city.
- Added collectors would allow for safety improvements on those streets, added traffic lights over time, relieve Division congestion
- Allows for a World Class 60's Bikeway
- Places a new Traffic Light at Powell as a priority as negotiations begin on transfer from ODOT to PBOT
- Prioritizes 30th and 62nd for congestion study as part of the Division BRT
- Would require dedicated left turn signal phases southbound at 30th and 50th westbound on Division which would speed the Division HCT line.

Ladd's Circle: Increase Park access while turning collectors into Local Service Streets

Clear Signage

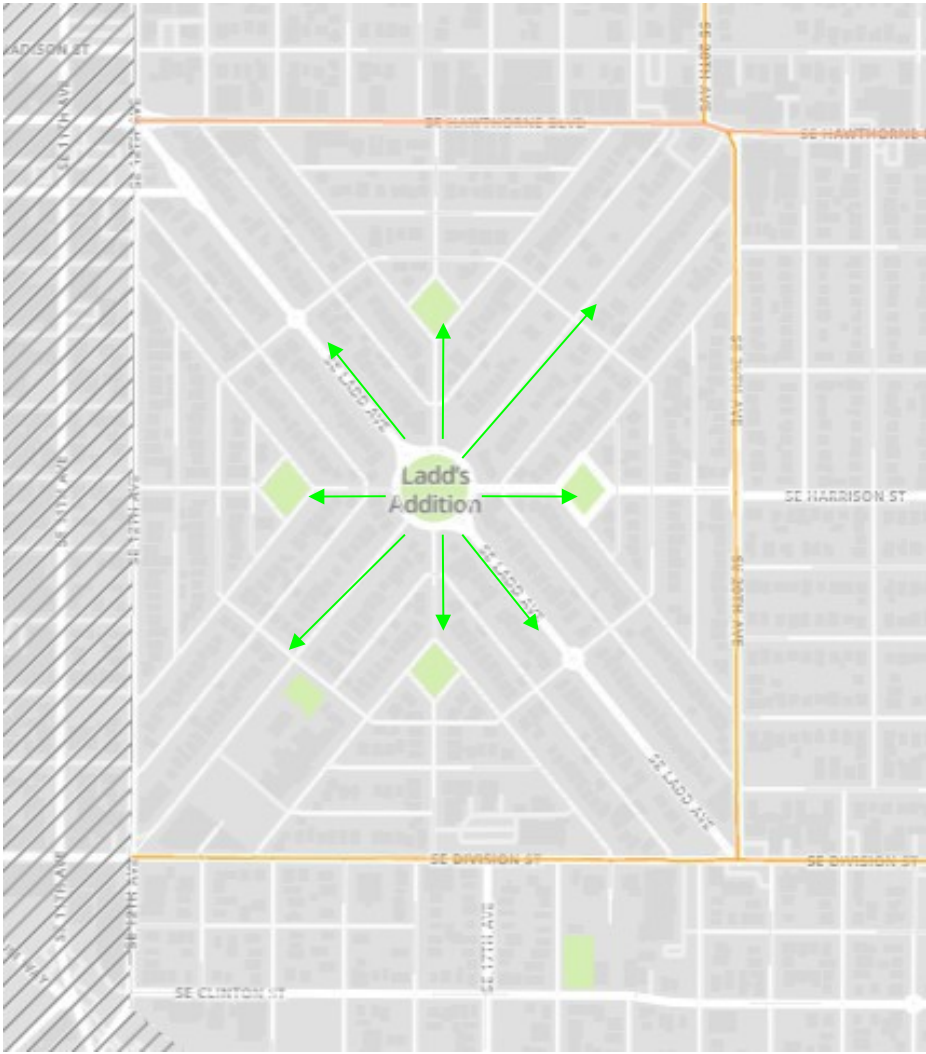
“Bus and Bikes Only”

“No Through Access”

Add: Cement

Barriers or

Planter Boxes



Dead End All

Access to

Ladd's Circle

Turn the circle into

Sunday Parkways

Every Day!