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

[Map and diagrams with annotations indicating project locations such as Curb Ramps, Semi-Diverter Modify, Eastbound Diverter, ADD NO PARKING, and proposed speed bump.]
SE Lincoln, 37th to 64th
Neighborhood Greenway - Projects

- Unaddressed Bus-Bike Conflict

- Semi-Diverter

- Bike Buttons and Approach Lane

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

- Auto Trips
- 20 MPH
- Speed Limit
- MAY USE FULL LANE
Where will the traffic go when the collector ends?
New Neighborhood Collectors
30th Hawthorne to Division
62nd Division to Powell

Diversion: current=Red
Proposed=Blue
Added=Green

A World Class Ladd's-Lincoln-Harrison

South dedicated Signal Phase
For Westbound Traffic as part
of Division HCT Project

Pair of Bus Friendly
Diverters in the 50s

Dead End at
the Circle

New Signals

62nd
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
  43rd East and West at the Traffic Circle
  50th East and West

• Phase 2:
  Make Ladd's Circle Bus-Bike Only
  Add Two Bus Friendly Diverter 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 30\textsuperscript{th} and 62\textsuperscript{nd} for congestion study as part of the Division BRT

• Would require dedicated left turn signal phases southbound at 30\textsuperscript{th} and 50\textsuperscript{th} 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!