

## 8: St. Johns Bridge

As the only Willamette River Bridge in far North Portland, the St. Johns Bridge is very dangerous for cyclists. If improved it would connect North Portland to Forest Park, job sites in industrial Northwest Portland, and Sauvie Island. A two-lane solution with bike lanes would accommodate all users.

### SITUATION

- Connects Northwest to St. Johns and North Portland
- Narrow sidewalk shared by bicycles and walkers
- Recreational link to Sauvie Island, 40 Mile Loop and Forest Park

The St. Johns Bridge is the farthest north of Portland's Willamette River bridges. The bridge empties into the heart of the St. Johns neighborhood and carries heavy truck traffic because it connects the NW industrial district and the east Portland port terminals to Highway 30 and I-5. This bridge also carries heavy passenger auto traffic.



The bridge is also a primary Portland connection for recreation and wildlife exploration. As part of the 40 Mile Loop, the bridge links recreational destinations including Forest Park and Sauvie Island on the west side to Smith and Bybee Lakes and Marine Drive on the east.

The Broadway Bridge is the next closest point for bikers to cross the river.

### PROBLEMS

- Poor connectivity
- Fast-moving vehicles
- Lack of alternatives
- Narrow sidewalks

The St. Johns Bridge has two primary problems: narrow sidewalks and no surface provisions for bicyclists. Bicyclists are required to share narrow and dangerous sidewalks with walkers. Ten-foot travel lanes are equally threatening and cannot safely accommodate cyclists and trucks sharing the lane.

The approaches and exit points to the bridge are also very hazardous. Bicyclists must merge with truck and vehicle traffic on both approaches to the bridge. The west side of the bridge lacks safe entry and exit points, especially if approaching from the north or exiting to go south from the sidewalk.

## SOLUTIONS

- Better access to bridge
- Reduce lanes of traffic
- New bike lanes

St Johns Bridge was recently reconstructed. ODOT refused to place bicycle lanes on the surface as it would have required a removal of at least one auto lane. Consultant reports, however, demonstrated no substantial increases in auto delay with a lane removal.

Bicycle lanes are one clear fix that would cost virtually no money and could be tested for effectiveness. Other solutions are more expensive and include widening sidewalks and redesigning bridgeheads, including the three-way stoplight at the western end of the bridge. Here, a blue bike lane should be added



## WHO TO CONTACT

Stacy Codington, ODOT Senior Community Affairs Coordinator  
(503) 731-8281

### *BTA Liaison*

Evan Manvel, Executive Director  
(503) 226-0676 x 12