

10: North/NE Portland- New East-West Bikeways

North and Northeast Portland lack high-quality, connective low-traffic bikeways running east-west. Improvements can be made on existing routes such as NE Tillamook or Knott; a new set of bicycle boulevards are recommended.

SITUATION

- N/NE Portland lacks a network of bicycle boulevards
- Desired routes would connect residences and business districts
- Current and new cyclists desire low-traffic routes

Many North and Northeast Portland residents use a bicycle for transportation and recreation, in some areas well over 5 % of the trips are made by bicycle. But there remains a majority of residents that would start to bike or bicycle more frequently if a network of safe and convenient low-traffic bicycle streets created.



Compared to some other areas of the city, notably Southeast Portland, both North and NE are relatively underserved when it comes to biking facilities. This is especially true when seeking east-west routes. Currently many N / NE Portland cyclists use existing low-traffic neighborhood streets; these streets connect to each other and busier main-streets because they are designed on a grid pattern. But, these streets lack the formal designation and treatments necessary for adequate bike routes.

PROBLEMS

- Lack of east-west running routes
- Low-traffic streets are not efficient
- Problematic crossings of both major streets and I-5

The lack of direct east-west bicycle routes is a problem for cyclists in North and NE Portland. North of Tillamook Boulevard and Knott Street there are few low-traffic routes with specific treatments for bicyclists; and few major streets have bike lanes.

Few provisions are provided for the popular low-traffic bicycling streets including Failing Street, Skidmore Avenue, Mason Street, and Rodney Street. These streets have no efficiency measures, such as turned stop signs, nor are they well marked with direction signage.

Crossing major streets can be difficult on bicycle. Some streets have good crossings, such as Tillamook Boulevard's crossing of MLK, but most other routes are less ideal when trying to cross I-5 and MLK.

SOLUTIONS

- Use existing low-traffic routes
- Create Bicycle Boulevards
- Ensure safe crossings of major streets
- Clearly identify and mark streets
- Provide innovative and cost-effective solutions

A cost-effective solution would start with using the existing low-traffic streets and creating a set of priority bicycle streets. Bicycle Boulevards that provide ideal conditions for bicycles would not come with a high price tag, rather simple solutions including rotating stop signs and installing traffic diversion could be used to ensure safety.



Bicycle routes would have to ensure the safe crossing of major streets using low-cost measures such as median islands, or traffic lights for the more dangerous areas. Bicycle routes would have to be clearly marked so that bicyclists, motorists, and potential future cyclists would recognize these are cycling streets.

Other innovative measure could be installed that include street beautification and green streets. These projects will increase the price but add benefits such as storm water retention, increased use by families and children, and air quality benefits.

A list of potential future Bicycle Boulevards may include Knott, Failing, Skidmore, Mason, Bryant, and Rodney.

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