

12: I-205 Bike Path Crossings

The I-205 path has dangerous crossings at a number of major streets; the crossing at NE Glisan is particularly hazardous. Trails target new and inexperienced users, making safe trail crossings especially important to protect all users.

SITUATION

- Runs parallel to and near I-205
- Links to other bike paths and routes
- Numerous street crossings

When I-205 was constructed through east Portland and Clackamas County, sufficient land was reserved for highway expansions, a transit rail line, and a bike and pedestrian pathway. The non-motorized path runs from Clackamas north over the Columbia River into Washington on the Glenn Jackson Bridge.



The path offers connections to bike routes along its length, including the Springwater Corridor, the Columbia River Trail, and the I-84 trail bike lanes on Burnside, Powell, and Foster Boulevards.

PROBLEMS

- Dangerous crossings
- Fast-moving vehicles
- Lack of alternatives

The primary hazards on the I-205 path are the multiple at-grade crossings at busy city and state streets – some with signals and some without. Many of these crossings are multiple-lane streets with freeway ramps and other hazardous traffic movements. These crossings are not suitable for families, children, or novice cyclists unless accompanied by experienced riders.

The trail is also oftentimes so close to I-205 that the ride is unpleasant, noisy, and polluted with air toxics. Compounding these problems are the lack of alternatives to the pathway. It is the only low-traffic north - south route in this part of the metro area.



SOLUTIONS

- Treatment of Glisan crossing
- Signalized crossings
- Traffic islands

The top priority for this corridor is the Glisan Street crossing. An ideal solution would be a bike and pedestrian over-crossing like the one at Powell Boulevard. A bike/ pedestrian-only traffic signal cycle is a lower-level solution; least effective would be signage and markings (including colored markings) to inform motorists that bicycles and pedestrians will be on the street.

The remaining crossings should also be improved in similar fashions. Other treatments include median islands, curb extensions, and raised crossings or speed tables.

To improve the overall quality of the experience, additional sound walls and greenery should be installed along the route.

WHO TO CONTACT

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