

## 16: North-South Eastside Bikeways

NE and SE Portland lack safe and Accessible north-south connections. Crossing I-84 is especially challenging. Possible improved /new crossings include 7<sup>th</sup>, 24<sup>th</sup>, 28<sup>th</sup>, 52<sup>nd</sup>, and 74<sup>th</sup> Avenues.

### SITUATION

- Portland has a strong center city hub with linear radiating transportation routes.
- Portland lacks extensive set of north-south bicycle routes

Like many cities, Portland was designed with a strong central city with transportation spokes that radiate out from it. Most of Portland's roadway network, transit services, and bicycle routes are designed this way. Portland's east-west bike routes follow this pattern, particularly in SE Portland. Consequently there are significantly fewer north-south routes to connect neighborhoods and main street commercial districts.

Portland's eastside is generally designed as a set of grids; this network provides the backbone on which a connected set of bicycle routes could be developed. In attempting to do so, however, there are many barriers to crossing busy surface routes and highways.

### PROBLEMS

- Lack of existing north-south bicycle routes
- I-84 and other major auto routes constitute significant barriers
- Signage and way-finding

In general there is not a consistent and regularly spaced pattern of north-south bicycle routes. Few low-traffic, high-quality bike routes that run north-south exist. The lack of safe bicycle ways forces bicyclists onto busy streets, some stretches designated as bike routes, others not designated. On some of these high-traffic streets there is no room for bicycle lanes without removing travel lanes or parking.

I-84 poses the biggest challenge to creating new north-south bike routes. There are very few crossings of I-84, and they are almost all major auto routes. These streets are not acceptable for a large majority of public bicyclists. Crossing other major streets remains a primary barrier to creating new low-traffic bicycle routes that would be used by novices.



For bicyclists planning trips or on the road, identifying the safe north-south routes is also difficult. The new signs and pavement dots help, but they are insufficient for creating public awareness of bicycle routes.

## SOLUTIONS

- Low-traffic north-south routes
- New crossings on I-84 and busy streets
- Signage and markings

The BTA recommends optimizing existing low-traffic city streets for bicycling. The streets would remain low-traffic for autos, but would attract a new level of non-motorized traffic. The City of Portland must identify a new set of low-traffic bicycle boulevards as part of the Bicycle Master Plan update in 2007-08, ideally a boulevard every ten blocks (1/4 mile) or less.

Bicycle routes must provide safe crossings of busy streets. New bicycle boulevards would need to cross I-84 conveniently and safely. Low-cost non-auto crossing solutions should be sought. Other crossings must be provided on streets such as Burnside, Sandy, Powell, and Lombard. These treatments will be cost-effective ranging from the new hawk-signals to median islands.

New bicycle routes must also be clearly marked and signed so that all users and community members know they are bike routes. Signs and markings would be large, offer information about route changes, and destinations, and be well maintained.



## WHO TO CONTACT

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