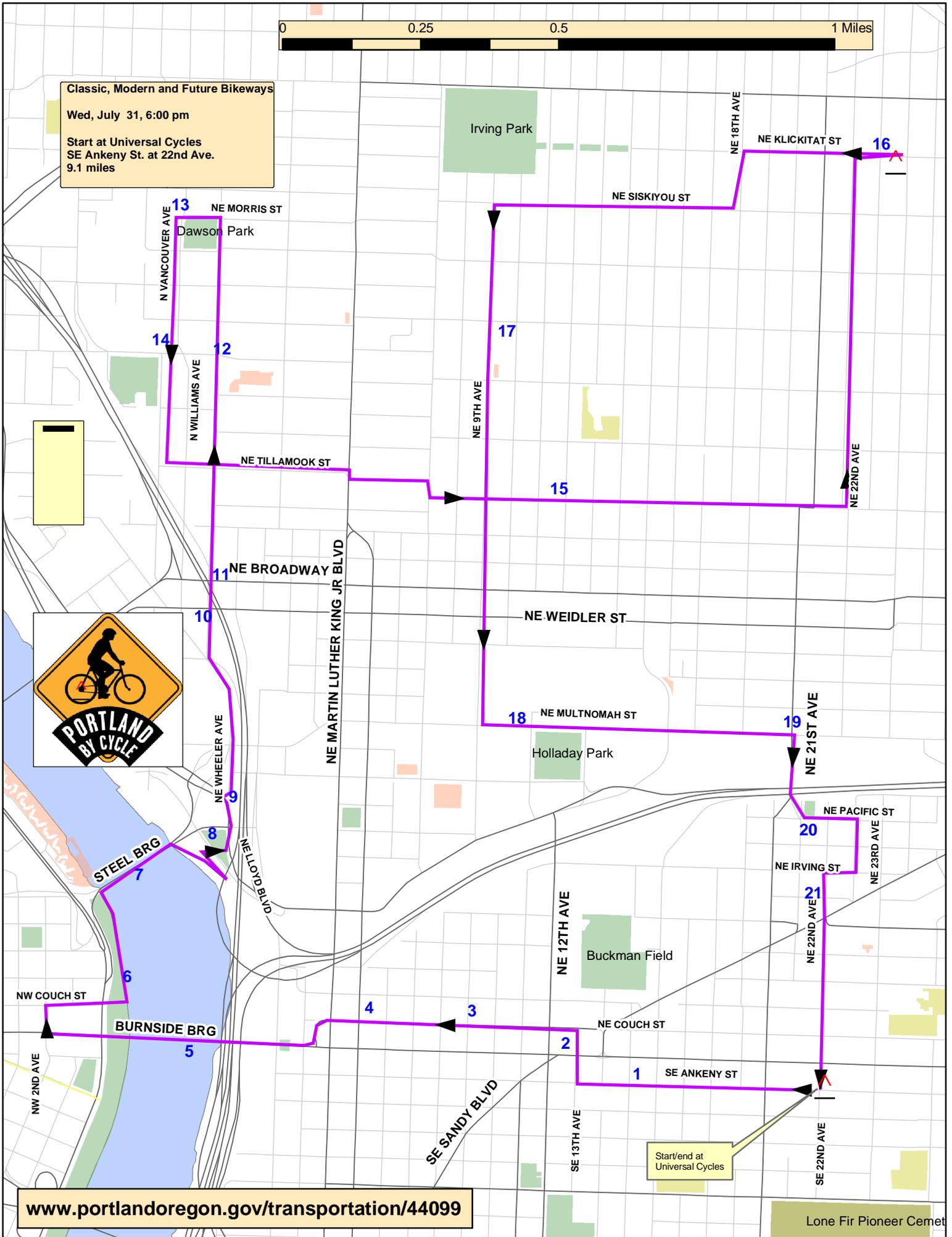


Classic, Modern and Future Bikeways

Wed, July 31, 6:00 pm

Start at Universal Cycles
SE Ankeny St. at 22nd Ave.
9.1 miles



www.portlandoregon.gov/transportation/44099

Start/end at
Universal Cycles

Lone Fir Pioneer Cemet

Classic, Modern and Future Bikeways Ride

Start at Universal Cycles, SE Ankeny St. and 22nd Ave.

- 1) SE Ankeny is the oldest city bike boulevard (now Neighborhood Greenway), features traffic diversion at 20th Ave.
- 2) Sidewalk cut-through at Doug McCollum Memorial Plaza (Doug was a traffic engineer who worked on the Burnside/Couch couplet project, and on many bike improvement projects as well); note green stormwater features in this area.
- 3) NE Couch has traffic signals timed in accordance with the demand – when traffic volume is high, signals are timed for slower progression to prevent cars getting stuck in intersections during red cycle. This also means it's comfortable for cyclists (downhill slope allows for speeds close to motor vehicle when busy; when not busy cars can pass in left lane).
- 4) The only two blocks of bike lane along NE Couch. Special lighted sign facing NE Couch at Grand alerts motor vehicles to bikes passing on right. Bikes trigger sign via inductive loops further east on Couch. Note the bike box at this intersection as well.
- 5) Burnside Bridge bike lane is wide, allowing for fairly comfortable crossing even with higher motor vehicle speeds. Less comfortable at west end due to bike lane dropping. Possibility of future improvements for cyclists / road diet.
- 6) Waterfront Park path, well used by cyclists, pedestrians, etc. during nice weather months. Easier to bike on in rainy season! [Was previously a freeway](#).
- 7) Lower deck of Steel Bridge took lots of negotiating with Union Pacific RR (who own the bridge), and installation had to be completed within 48 hour in-water work window. See [Mia Birk's Joyride](#) for more details.
- 8) View of the [Eastbank Esplanade](#), voted one of the Top 10 Urban Bikeways by USA Today; note also, bike-only phase and signal head; blue light at signal head indicates phase has been called (note bike symbol indicating where to place bike to trigger inductive loop detection); south-facing sign and lights indicate when lower deck is raised, allowing bikes to choose to detour over north sidewalk).
- 9) Green bike-path through Rose Quarter Transit Center; area sees 3000 bike trips daily.
- 10) [Special path segment](#) to facilitate east-bound to north-bound bike traffic (Weidler to Williams, would be left-hand turn across 3 lanes of traffic).
- 11) Bike-only signal separates bicycle through-traffic phase from right-turning motor vehicle phase.
- 12) N Williams St. is one of the busiest roads for bike commuting in p.m. rush hour. [N Williams Traffic Operations and Safety Project](#) will begin construction 2014, includes moving bike lane to left to avoid conflict with bus stops & other safety measures. [Public outreach process](#) was notable for engaging local community and allowing frank discussion of difficult history of racism, redlining, and gentrification in the neighborhood.
- 13) N Vancouver & Morris has a special juncture for merging south-bound bike traffic and west-to-south bike traffic (Morris is the western end of the Klickitat Neighborhood Greenway).
- 14) N Vancouver has 7-foot bike lanes; note also the "Bikes Stop for Peds" markings to encourage observing pedestrian right-of-way.
- 15) Tillamook Neighborhood Greenway was the last of the 20th century Bike Boulevards. Very pleasant in this section, it becomes less friendly between 37th and 43rd Aves. (narrow bike lane next to parked cars); doesn't have all the features of "modern" neighborhood greenways.
- 16) Klickitat Neighborhood Greenway features diversion between NE 23rd & 24th Aves. (note green street features), speed bumps, stop signs oriented for ease of bicycle through-traffic, and sharrows for wayfinding (note turn from Klickitat to Siskiyou at 18th).
- 17) NE 9th is a strong candidate for a north-south bikeway from NE Lombard south almost to SE Holgate – would require a bridge over I-84/Sullivans Gulch.
- 18) [NE Multnomah bike lane](#) has a "beeswax" colored buffer strip, planters, wands, and off-curb parking to separate bicycle from auto traffic. Mixing zones at transit stops and right turn areas are marked with sharks-teeth paint to indicate motor vehicles yield to bikes.
- 19) Potential routing for [NE/SE 20's Bikeway](#) – place a floating curb on east side of NE 21st, install 2-way bike lane to connect to NE Pacific and points south.
- 20) Potential routing for 20's Bikeway – extend contra-flow bikelane on 22nd all the way to Pacific.
- 21) Existing contra-flow bike lane allows connection from NE Irving south over Sandy Blvd. (see bike only signal at Sandy.)