Forget bike
lanes. PDX is
staking the
future of its
bike network on
safe, low-traffic
streets that
cars don't like.
All we wanted

Which ones are the fastest?

to know was:

How's the Map work?

The longer the arrow, the fewer

slowdowns a route has.

The number on each route stands for slowdowns per mile. A stop sign or uncontrolled intersection added 1 point, and stoplights count triple.

Lower numbers mean more cruising.

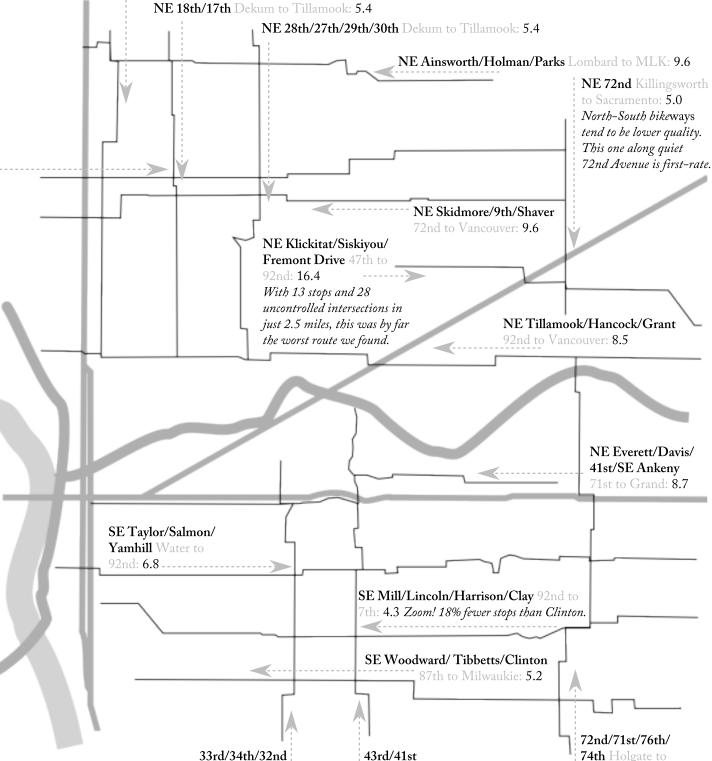
It's a hand count by editor Michael Andersen and contributor Thacher Schmid. Official records aren't reliable, the city says.

Full results: pdx.be/BestBikeways.

NE Going/Alberta Court/Alberta Street

Vancouver to 72nd: 3.3 What's in a name? The

fastest low-traffic route in our study was Portland's brand-new bike boulevard on NE Going, which had zero uncontrolled intersections and 14 total stops in 4.3 miles.
Fortunately, it's the model for future human-friendly "greenways."



NE 7th/8th/9th Dekum to Tillamook: 8.9 This route has more slowdowns, but mostly avoids the bane of NE biking: Alameda Ridge.

DUDE, WHERE'S MY STOP SIGN?

Gladstone to Glisan: 11.5

Portland has about 11,000 "uncontrolled" intersections, without signs or signals. You're supposed to treat them like all-way "yield" signs ... if you notice them in time.

Tillamook: 7.1

intersections.

The clearest northsouth route through SE has just 2 uncontrolled

At \$150 per sign, it'd cost about \$3 million to control every intersection in town. So the city does case-by-case studies instead. Know a site that needs a sign? Call 503-823-SAFE to get things rolling.

We've started a list, too. Visit pdx.be/UnsafeStops. P

Multnomah: 10

