

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 to know was: Which ones are the fastest?

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.

Why just NE and SE?

If you're not sure which route to take, you must be on the inner east side.
NoPo, NW, SW, outer E and the burbs can only dream of this problem: they're usually lucky to have one good alternative to a busy street.
Thank your great-grandparents, who liked living on grids because they got around without cars, too.

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.*

NE 18th/17th Dekum to Tillamook: 5.4

NE 28th/27th/29th/30th Dekum to Tillamook: 5.4

NE Ainsworth/Holman/Parks Lombard to MLK: 9.6

NE 72nd Killingsworth to Sacramento: 5.0
North-South bikeways tend to be lower quality. This one along quiet 72nd Avenue is first-rate.

NE Skidmore/9th/Shaver 72nd to Vancouver: 9.6

NE Klickitat/Siskiyou/Fremont Drive 47th to 92nd: 16.4
With 13 stops and 28 uncontrolled intersections in just 2.5 miles, this was by far the worst route we found.

NE Tillamook/Hancock/Grant 92nd to Vancouver: 8.5

NE Everett/Davis/41st/SE Ankeny 71st to Grand: 8.7

SE Taylor/Salmon/Yamhill Water to 92nd: 6.8

SE Mill/Lincoln/Harrison/Clay 92nd to 7th: 4.3
Zoom! 18% fewer stops than Clinton.

SE Woodward/Tibbetts/Clinton 87th to Milwaukie: 5.2

33rd/34th/32nd Gladstone to Glisan: 11.5

43rd/41st Powell to Multnomah: 10

72nd/71st/76th/74th Holgate to Tillamook: 7.1
The clearest north-south route through SE has just 2 uncontrolled intersections.

Dude, where's my stop sign?

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.
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.