

## 4: NW Flanders

The City of Portland's improvement plan for W Burnside and the surrounding neighborhoods identified Flanders Street as a future bicycle boulevard. This boulevard would connect the waterfront to the Pearl District and Nob Hill, via a new bicycle and pedestrian bridge across I-405.

### CURRENT SITUATION

- Limited low-traffic East-West bike routes in NW Portland
- Limited comfortable freeway crossings for bikes and pedestrians

NW Flanders Street runs west from Naito Parkway through the Pearl and Nob Hill Districts. Flanders has potential to become a premier bicycle boulevard, connecting the river with two of Portland's busiest shopping districts and dense residential neighborhoods.

Flanders is a low-speed, two-way neighborhood street; it does not serve as a major thoroughfare for cars and is a designated bikeway west of I-405. Flanders is met or crossed by ten other bicycle routes over its course, which makes it even more useful as a bikeway. However, it is currently peppered with traffic signals or stop signs, which discourage bicyclists from using it or slow the progress of those who do.

The biggest barrier to bicyclists on Flanders is the lack of a freeway crossing: currently, the bulk of traffic must cross I-405 on NW Everett or Glisan Streets, high-speed, high-volume streets that are not comfortable or safe for most cyclists. and freeway entry and exit lanes compound the problem.

## SOLUTIONS

- New bike and pedestrian bridge over I-405
- Better intersection at Naito Parkway
- “Boulevard” treatments on Flanders

Erecting a bike and pedestrian bridge over I-405 at Flanders is the best step towards increasing bicyclist use of the route. A low-volume crossing does exist at NW Johnson Street; this route can be used as a model for Flanders. The BTA is investigating the possibility of using the decommissioned Sauvie’s Island Bridge to bridge this gap.



Photo: BikePortland.org

Turning Flanders into a high quality bicycle boulevard would also require a special set of Bicycle Boulevard treatments, such as turning stop signs 90° to stop cross-traffic, allowing priority bicycle traffic to go through. The street would be marked with street stencils and signs, and calming and auto diverting traffic treatments would keep speeds and volumes low. Intersection improvements at Naito Parkway would allow for easy connections to the Willamette River trails and the Steel Bridge.

It makes sense to undertake this project in concert with the Burnside improvement project, but it can also move forward on its own if necessary.

## WHO TO CONTACT

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