

Green Street Bike Boulevard Partnership



Green Street Objectives

- Protect rate payers by efficiently managing storm water
- Increase green space and natural habitat
- Community Benefits
 - Safer streets
 - Place-making / Community Connections
 - Leveraging environmental and transportation investments

Green Street Objectives

"The Green Streets program has made 13th & Spokane safer for pedestrians, cyclists and motorists. The bicycle boulevard project is improving our environment by reducing storm water runoff to the Willamette River and beautifying our neighborhood business district. This was made possible due to the BES and PBOT partnership with the Sellwood Westmoreland neighborhood, and I encourage others to consider similar green streets' solutions to improve their neighborhoods"

Paul Notti President Sellwood Moreland Improvement League (SMILE)

Bike Boulevard Objectives

- Quickly provide a citywide, low-stress network that connects schools, parks and business districts.
 - Low Volume – less than 1,000 cars a day
 - Crossing Safety
 - Speed Reduction
 - Way-finding Guidance

How will BES Jumpstart Funds be used?

NOT BES FUNDED:

Safety Features that do not include Green Street improvements



Examples:

- Signals
- Bike Lanes
- Speed bumps
- Non-green traffic calming features

BES FUNDED:

Safety features that include Green Street Improvements



Examples:

- Green Semi-Diverter
- Green Curb Extension
- Green Intersection Realignment
- Green Offset Intersection
- Other Green Street elements

Green Semi-Diverter (SE 13th & Spokane)



Green Curb Extension (SE 12th & Clay)



Green Intersection Realignment (SE 55th & Belmont)



Green Intersection Realignment

before versus after: SE Belmont & 55th



- Very long ped, bike crossing
- Poor pedestrian visibility
- Poor transit stop service
- Persistent traffic safety concerns

- Large planted, stormwater bioswale
- Excellent ped, bike crossing
- Convenient, visible bus stop
- Intuitive curb line for safer driving

Green Street Examples

Offset Intersection Treatment (Similar to 33rd/Going)



Benefits of Partnership

39th/Lincoln
(1990s)



13th/Spokane
(2009)



Summary of Ordinance

- The Bureau of Environmental Services to incorporate into its Capital Improvement Plan an additional **\$20,000,000 for Green Street projects on prioritized boulevards identified in the Council-adopted Portland Bicycle Plan for 2030 and green stormwater transportation project improvements**, all of which cost-effectively decrease flow into the sewer utility's piped infrastructure, to be completed in FYs 2011-2013.
- **BES and PBOT shall jointly define the prioritized Green Street project list, responsibilities and schedule as part of the Annual Budget Process** in order to develop Green Street Projects on prioritized boulevards as identified in the Council-adopted Portland Bike Plan for 2030, that also cost-effectively decrease flow into the sewer utility's piped infrastructure.

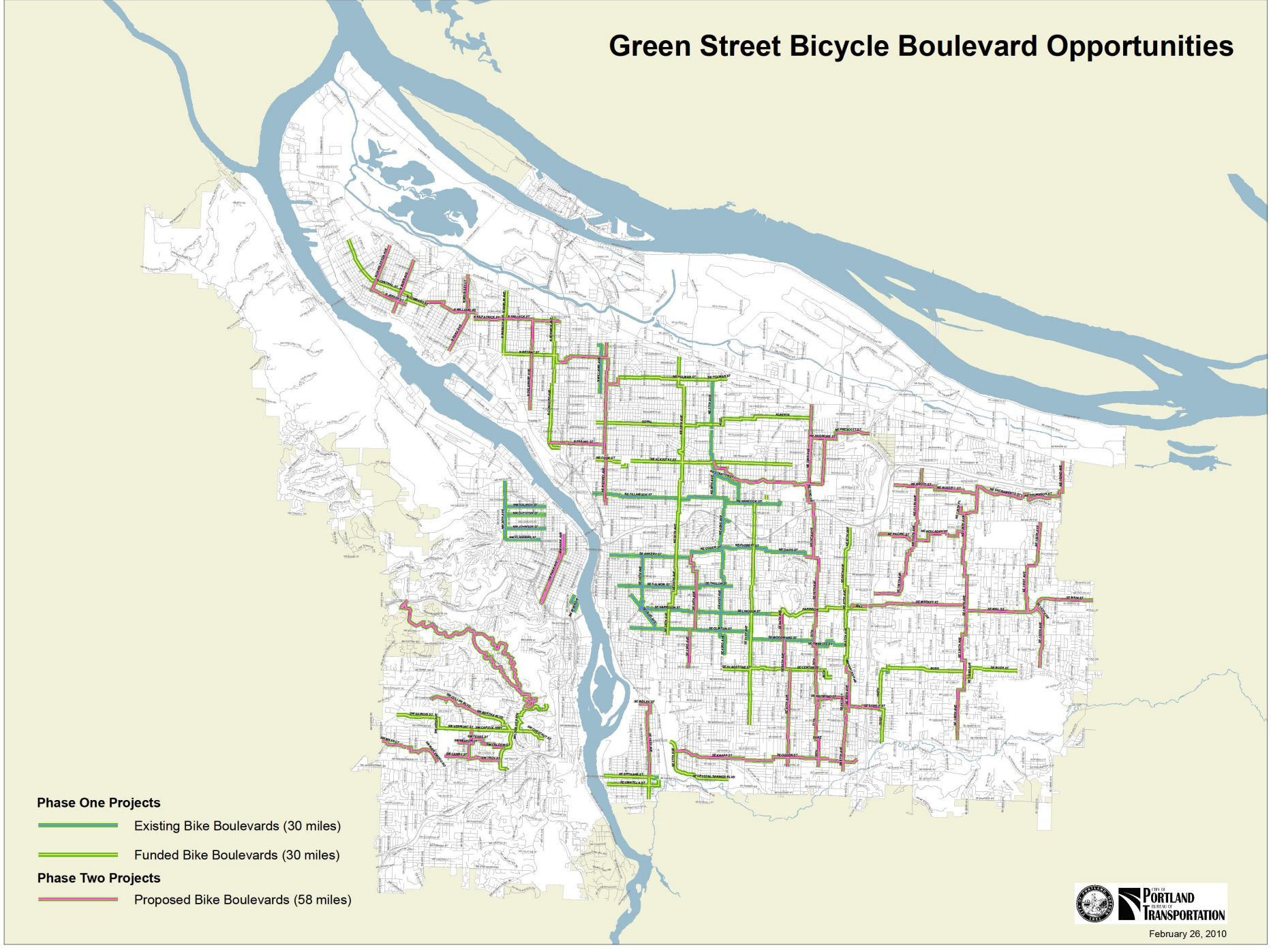
Summary of Ordinance

- The Bureau of Environmental Services to work with the Bureau of Transportation to **identify \$2 million per year in additional project opportunities, to be funded by the Bureau of Environmental Services, in FY 2014 and beyond for Green Street projects on prioritized facilities** as identified in the Council-adopted Portland Bicycle Plan for 2030 that also cost-effectively decrease flow into the sewer utility's piped infrastructure.
- That the Bureau of Environmental Services will **reallocate possible contract savings and administrative expenses and modify project schedules to fund this investment, ensuring maximum benefit to rate payers by reducing flow into piped infrastructure and preserving existing sewer capacity.**

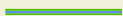
Bike Boulevard Objectives

- Quickly provide a citywide, low-stress network that connects schools, parks and business districts.
 - Equity: Currently, 24% of Portland households are within 1/2 mile of a low-stress bicycle boulevard. Upon completion, the new system would result in more than 85% of Portland households within 1/2 mile of a bicycle boulevard.
 - Safety: address residential cut-through traffic, speed, and major street crossings
 - Innovation: integrate traffic calming, pedestrian, bicycle, and stormwater designs


Green Street Bicycle Boulevard Opportunities



Phase One Projects

-  Existing Bike Boulevards (30 miles)
-  Funded Bike Boulevards (30 miles)

Phase Two Projects

-  Proposed Bike Boulevards (58 miles)



Next Steps

- BES and PBOT will meet to identify refined list of projects for immediate development / implementation
- BES and PBOT will develop project implementation teams
- Staffing and project funding will be included in adopted budget
- BES and PBOT will work with community to identify additional bike boulevard green street projects

