

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)




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 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.

Next Steps

- BES and PBOT will refine a phase one list of community-supported projects for implementation within in the next year
- BES and PBOT will assign project implementation teams
- Staffing and project funding will be included in adopted budget
- BES and PBOT will develop a phase two list of community-supported projects to be implemented in years two and three

