



CITY OF PORTLAND ENVIRONMENTAL SERVICES



1120 SW Fifth Avenue, Room 1000, Portland, Oregon 97204 ■ Dan Saltzman, Commissioner ■ Dean Marriott, Director

March 23, 2010

MEMO TO: Commissioner Dan Saltzman

FROM: Dean Marriott

SUBJECT: Implementation of Council Ordinance Regarding Green Streets and Bikeways

Earlier this week City Council passed the ordinance directing this Bureau to create room in our Capital Improvement Program for \$20 million of green street features that would advance our goals as well as advance the goals of the recently adopted Bike Master Plan. You recently asked me to provide you with our approach for implementing this directive.

Yesterday I met with Sue Keil and her staff to provide them with our suggested approach. We gave them a map with our highest priority basement backup relief areas identified along with the PBOT bike boulevard routes. We indicated that we would take responsibility for constructing approximately 250 green street features in NE and SE Portland along bike boulevards that would also provide meaningful basement flooding relief. It appeared to us that this would help create about 15 miles of bike boulevards and would cost about \$15 million over the next three years. We identified three east/west corridors and four north/south corridors for possible action.

We also depicted several other opportunity areas, including SW Portland, outer SE and North Portland where we believe there would be environmental benefits such as groundwater quality protection, watershed health improvement, and stormwater management benefits resulting from building green street features. All these areas were depicted on our map, and corresponded to bike boulevard locations. We suggested these areas to help with geographic equity.

We asked PBOT to review our suggestions and see where their priorities might suggest additional locations to provide connectivity for bikeways, and help to provide safety improvements. Our funding package could help build a considerable number of green street features outside of the BES priority areas shown on the map as demonstration projects that could be located on PBOT high priority bike boulevards. We estimated they could probably gain another 40 miles of bikeways in this manner, since they only need two or three green street facilities per mile to work with their signalization, signage and striping efforts.

This approach would result in approximately 320 green street facilities and approximately 55 miles of bike boulevards in the next three years.

We are awaiting feedback from PBOT, and we stand ready to work with them to find the right mix of projects in the right location to maximize benefits to both systems.

Let me know if you have any questions or would like to discuss this approach.

Ph: 503-823-7740 Fax: 503-823-6995 ■ www.cleanriverspdx.org ■ Using recycled paper. ■ An Equal Opportunity Employer.
For disability accommodation requests call 503-823-7740, Oregon Relay Service at 1-800-735-2900, or TDD 503-823-6868.