

Memorandum

To: Bicycle Master Plan Steering Committee
From: Multi-modal Integration Task Force
Date: 3/15/2009
Re: Recommendations

Vision

Increase cycling and decrease use of passenger cars by facilitating trips that involve one or more segments on a bicycle coupled with use of other modes.

Objective # 1: Allow cyclists, particularly in areas of the City that may have trip destinations that are more widely spaced, to extend their range through use of High Capacity Transit (HCT) or other transit routes that cover longer distances.

Discussion: Capacity for bicycles on transit vehicles during peak commute hours is almost completely consumed. The European approach to this issue has been to provide large amounts of bicycle parking at key nodes in the transit system (often the Central Station in an urban core), including provision for 'station bikes' at the remote end of a transit trip.

Our system currently lacks adequate capacity of secure parking to implement the European strategy. At the same time, existing cultural norms favor bringing bikes on board transit vehicles (see discussion at <http://bikeportland.org/2009/02/12/trimet-to-request-funds-for-bike-parking-improvements-public-comments-sought/>). Factors such as the relatively greater value of bikes used in commuting in Portland may influence this preference.

Action Items:

- Ensure that the bikeway network intersects with HCT at a regular spacing. In particular be aware that the new HCT plan may include corridors within the city limits on Powell, Barbur, Highway 30 from downtown to the St. John's Bridge and in the Columbia Blvd./Marine drive area.
- Provide sufficient quantities of secure bicycle parking at HCT stations. (The City of Portland can have significant influence on this via code requirements, which in turn may influence whether providing such parking is eligible for Federal funding, i.e., 'required' parking is more fundable.)
- Ensure that HCT station and Transit Center design facilitates easy transfer between modes (also under the influence of City code) including wayfinding, signage, pavement striping, curb cuts and other improvements to make the 'last mile' to stations clear, comfortable and convenient.

- Develop encouragement programs aimed at promoting the use of bike parking at HCT stations. Culturally-specific encouragement programs may be useful in neighborhoods with large immigrant populations that are served by HCT.
- Engage TriMet and other transit providers to seek opportunities for expansion of Bike-on-Board opportunities for routes that serve longer distances including the proposed Portland to Lake Oswego Streetcar and 'BRT-lite' corridors. Consider whether Bike-on-Board policies should continue to favor accessibility or should be recalibrated for reliability.
- Retain peak hour capacity for Bike-on-Board and develop additional options, including encouragement programs directed at use of expanded/more secure parking capacity (station bike model) for longer term expansion of mixed bike/transit trips.
- Consider the role that bike-sharing programs might play as an alternative to station bikes at the remote end of a transit trip.

Objective # 2: Improve access by bicycle to inter-city modes including air, rail and bus and allow visitors to Portland bringing bikes to begin their bike use immediately upon arrival.

Discussion: PDX currently enjoys access to the bicycle network and has a bike parking cage in a well-observed area. No comparable facilities exist at Union Station (bus/rail).

Action Items:

- Create a bike assembly/packing area at PDX where bikes carried as luggage can be boxed/unboxed.
- Evaluate whether more secure parking (e.g., lockers or 'Bike Station' type facilities) would encourage more use at PDX.
- Create similar secure parking and assembly/packing facilities in the Union Station/bus station vicinity.
- Engage Amtrak and other inter-city carriers (e.g., Bend Breeze) to add/increase/improve convenience of bringing bikes on board. Promote these opportunities.
- Engage Travel Portland and Travel Oregon to promote the opportunity to begin your bicycle-based visit at the airport.
- Evaluate opportunity for bike rental business at PDX.

Objective # 3: Create a 'safety net' allowing cyclists with mechanical problems to use other modes to complete their trips or to overcome local obstacles on shorter trips.

Action Items:

- Retain Bike-on-Board capacity on local transit.
- Encourage taxi operators to provide bike racks. Develop better on-street relationship between cyclists and taxis.