

PORTLAND'S BIKE PLAN 2030

YEAR ONE REVIEW



A YEAR AGO

PORTLAND'S CITY COUNCIL UNANIMOUSLY ADOPTED PORTLAND'S BIKE PLAN FOR 2030 AND RENEWED THE CITY'S COMMITMENT TO BICYCLING.

After Portland first adopted a bicycling master plan in 1996, ridership increased more than 300% over fifteen years. Investments in bicycling can result in things all Portlanders can celebrate: More jobs, a robust local economy, less congestion, decreased childhood obesity rates, more efficient freight movement, a clean environment and a City that tops international charts for livability.

Integrating the Bike Plan into a broader policy context will also provide opportunities to explore multi-bureau investments that leverage scarce public resources and help the City do more with less. The Bike Plan's goals and vision gain increasing importance the more often they are reflected in other plans. The City is currently updating the Portland Plan, Central City Plan and the Transportation System Plan: These plans shape the vision for Portland's future and its budget priorities.

Portland can get there. Portland Bureau of Transportation (PBOT) is working diligently to implement the Bike Plan but cannot do it alone. The City needs to demonstrate its commitment to the Bike Plan by taking it beyond PBOT and working hard to find innovative, sustainable ways to fund investments in bicycling that achieve multiple co-benefits and identify efficiencies simultaneously.

This report first analyzes the areas where the City, through PBOT, has successfully delivered on the projects and programs outlined in the Bike Plan. The report then identifies areas where progress toward the Bike Plan has been deficient in its first year and offers suggestions for improvement. Where appropriate, references to the Bike Plan for 2030 are included. The last section outlines ways citizen bike advocates can get involved and impact current policy-making.

SUCCESS

IN 2010



PBOT successfully met its goals for Safe Routes to School, Sunday Parkways and SmartTrips

Safe Routes to School, a program that teaches safe walking and cycling to Portland's school kids, expanded its reach to 80 schools. The program is now in almost every elementary and K-8 school in the City. The program also began outreach to parents to create more culturally specific encouragement programming, which reflects the Bike Plan's emphasis on equity considerations. Sunday Parkways, a family event where neighborhood streets are closed to cars and open to people walking and biking, reached five Portland neighborhoods in 2010. What started in 2008 as a one-time event to connect parks in North Portland grew to 3 events in 2009 and 5 in 2010. Finally, SmartTrips decreased drive-alone trips by 18.4% in last year's Green Line project area, and increased environmentally friendly trips there (like biking, walking and transit) by 30.4%. PBOT also expanded SmartTrips by developing a pilot program for new residents, working with the Immigrant and Refugee Community Organization on outreach and providing SmartTrips for incoming students at the University of Portland.

Appendix A, 4.2A "Offer a comprehensive Safe Routes to School program for all Portland schools.... Recruit and support parents and school staff volunteers to create more school-specific and culturally-specific programming."

Appendix A, 4.1D "Offer additional Sunday Parkways and create a model for sustainable program funding."

Appendix A, 4.1C "Expand programs that promote long-term changes in transportation habits of Portland residents by encouraging bicycling.... Develop a SmartTrips program for new Portland residents... Explore culturally-specific classes and rides to help novice bicyclists with varied cultural backgrounds get familiar with bicycling in Portland...."



PBOT built safer, low-traffic bike routes through more Portland neighborhoods

In 2010, PBOT built 24 miles of Neighborhood Greenways and committed to build 15 miles each year thereafter. PBOT also successfully secured a federal grant to build bikeways through the 50's from Woodstock to Hollywood. Neighborhood Greenways make bicycling safer and more comfortable by using "traffic calming" features to reduce the speed and volume of car traffic. These bikeways serve people on bicycles who want to avoid conflicts with high-speed auto traffic.

Appendix A, 3.1A "Create a system of low-stress bicycle routes throughout all Portland neighborhoods."

Appendix A, 5.1A "Continue to build new bicycle boulevards."



PBOT continued to work collaboratively with the Bureau of Environmental Services to make neighborhoods safer for vulnerable road users and better at managing stormwater

The agencies started working together on Safe Routes to School projects over two years ago. Today that work has expanded to Neighborhood Greenway projects. PBOT uses its funds to build bike infrastructure and BES uses its funds to build "green infrastructure" that manages stormwater and runoff. Because the two kinds of infrastructure are mutually supportive and occur simultaneously, the City saves valuable resources on projects and engineering.

Appendix A, 3.2A "Design improvements to meet multiple objectives, such as accommodating storm drainage, bicyclists and pedestrians."
Appendix A, 5.1E "Be opportunistic and partner with others."

NEXT STEPS

FOR 2011



PROJECTS

Build 25 miles of Neighborhood Greenways and 25 miles of separated in-roadway facilities

The BTA wants a complete bike network for all Portland residents ASAP. The City needs 681 miles of new bikeways to create a fine-grain network of routes throughout the city and connect the existing 309 miles of bikeways. If City Hall follows through on its commitment to build 15 miles of Neighborhood Greenways every year, some neighborhoods will still be without those facilities seventeen years from today. The Bike Plan identifies 314 miles of separated in-roadway facilities, (like bike lanes, buffered bike lanes and cycle tracks), and 256 miles of Neighborhood Greenways needed to complete the network. The BTA recommends the City build 25 miles of Neighborhood Greenways each year and 25 miles of separated in-roadway facilities.

Appendix A, 5.1A, "Build as much of the bicycle transportation system as possible, as quickly as possible.... Develop and implement a list of high priority pilot corridors for separated in-roadway bikeways..."

Appendix A, 2.1B, "Ensure all neighborhoods have adequate low-stress bicycle facilities connecting to neighborhood commercial corridors and centers so that local residents can safely and comfortably access them by bicycle or on foot."
Figure 3.1: Bicycle network expansion by facility type.

Launch bike sharing in Portland

Bike sharing systems make bicycling an easy, convenient option for short-distance trips and create better connections to public transportation for more people. Bike sharing systems promote fitness and reduce traffic congestion, noise, air pollution and carbon dioxide emissions. Especially for visitors and commuters, bike sharing is also a non-threatening, low-barrier way to re-introduce people to the joy and convenience of bicycling, thereby expanding the range of people who consider themselves bicyclists and broaden support for cycling.

Appendix A, 3.4B, "Explore bike sharing systems."



PROGRAMS

Teach Bike and Pedestrian Safety Education in every school with a Safe Routes program

Safe Routes to School is a vital program that should be in every school in the City, every single year. There are approximately 100 schools in town and the Bike Plan calls for a comprehensive Safe Routes program in all of them—including high schools and middle schools. Continued work with parents, volunteers, community organizations and high school students can help PBOT invest in smart habits for the next generation of roadway users.

Appendix A, 4.2A, "Offer a comprehensive Safe Routes to School program to all Portland schools.... Expand educational offerings to include programming for middle and high-school aged youth.... Support innovative programming for older youth, such as bicycle building workshops, bicycle racing or recreational athletic teams and leadership training to work with younger Safe Routes to School students.... Recruit and support parents and school staff volunteers to create more school-specific and culturally-specific encouragement programming."

Build on the success of SmartTrips

The work PBOT accomplished on SmartTrips in the first year is commendable and the importance of outreach cannot be overstated. The Bike Plan calls for a sizeable extension of SmartTrips. The BTA supports and encourages this work and would like to see new residents, new partnerships and new classes in year two.

Appendix A, 4.1C, "Offer the SmartTrips program to Portland residents every five years... Develop a SmartTrips program for new Portland residents... Explore culturally specific classes and rides to help novice bicyclists with varied cultural backgrounds get familiar with bicycling in Portland.... Develop partnerships with community organizations to provide bicycle training and education to residents with whom the City of Portland does not sufficiently engage."



Hold Sunday Parkways every Sunday from May to October

Sunday Parkways is one of the City's best-loved bicycling events: Families, kids and neighbors can safely bike, walk and roll down car-less streets, learn new bike routes and explore Portland's neighborhoods. The BTA believes the high participation rates, (25,000 Portlanders at one event in 2009 alone), show widespread support for increased Sunday Parkways, and that partnerships with businesses and community organizations can help establish sustainable funding. To truly impact the lifestyles of families and to build toward sustainability, the BTA recommends extending Sunday Parkways to every Sunday from May through September and to look for routes that will inspire sponsor participation.

Appendix A, 4.1D, "Offer additional Sunday Parkways and create a model for sustainable program funding."

PLANNING

Establish interim goals and measure success

The BTA would like to see updated goals and annual measurement tools to track projects and measure impact. The ability to show which projects were successful in improving conditions for all roadway users will help City Council and PBOT prioritize future funding within the City's budget.

Appendix A, 3.1A "Annually assess the list of existing bicycle network gaps and set priorities for their completion."
Appendix A, 5.5A "Refine the performance measures for the bicycle transportation system and set baseline levels and periodic benchmarks to gauge progress toward the objectives of the Portland Bicycle Plan for 2030."

Integrate Bike Plan goals into other planning processes

The Bike Plan will not be effective as a stand-alone agency to-do list. If Portland is serious about a 25% bike mode share for trips of 3 miles or less, then the policies, goals and vision of the Bike Plan must immediately and thoroughly be

integrated into other planning processes, especially those that are ongoing or will be completed in the near-term, like the Transportation System Plan, the Portland Plan and the Central City Plan.

Appendix A, 2.1A "Put green transportation first."
Appendix A, 2.1B "Fully integrate bicycling into the Portland Plan project."
Appendix A, 2.1C "Further integrate support for bicycling into existing City policies."
Appendix A, 2.2A "Adopt a bicycle transportation policy to create conditions that make bicycling more attractive than driving for trips three miles or less and integrate support for bicycling into other Transportation System Plan objectives."
Appendix A, 5.1A "Amend the Transportation System Plan to adopt recommended policies and classifications for bicycle transportation."
Appendix A, 3.1A "Refine the bicycle transportation projects shown on the project maps and listed in Appendix A and work to amend the Transportation System Plan to include them."

FUNDING

Collaborate with other bureaus on projects that simultaneously achieve multiple public benefits and maximize scarce public financial resources.

When the belt tightens in tough economic times, agencies must either work together or compete with each other over smaller budgets, while they simultaneously try to accomplish more with fewer resources. The BTA would like to see a Bike Plan Finance Task Force established in the coming year to identify areas of collaboration. The Task Force membership should include staff from PBOT, BES, Portland Development Commission, the Bureau of Planning and Sustainability and Portland Parks & Recreation. Roughly 5% of PBOT's current five-year budget is allocated for bike projects and programs, yet 14% of all bridge crossings into downtown in 2010 were bicycles. The City should work to find adequate funding to build out the complete Bike Plan vision, with a systematic commitment to inter-bureau projects, planning and investments.

City Council Resolution 36763 envisions finance task force to identify and pursue new funding for bikes.
Appendix A, 5.1B "Identify and pursue multiple strategies to increase funding for green transportation."
Appendix A, 2.1A "Collaborate with other City bureaus and Metro to work toward adopting a 'Green Transportation Hierarchy' that prioritizes planning and investing in green transportation modes to elevate the relative importance of non-motorized modes."
Appendix A, 3.2A "Design improvements to meet multiple objectives, such as accommodating storm drainage, bicyclists and pedestrians."

TAKE ACTION



Join the BTA.

Our staff and volunteers work to keep bikes in the center of important public policy decisions. Your membership and support is critical.

» <http://www.bta4bikes.org/support/join.php>

Speak up for increased and proportional bike funding during PBOT's budget submissions to City Council.

If 14% of all traffic crossing downtown bridges are bikes, bike funding that is only 5% of the budget does not—and ought to—reflect mode share and demand.

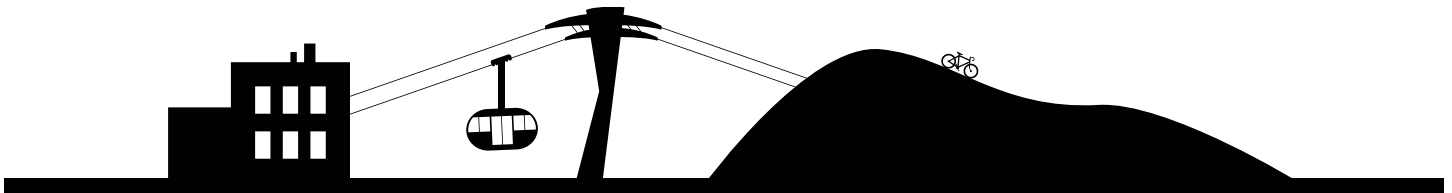


Participate in the ongoing Portland Plan drafting process to help incorporate the Bike Plan's vision into the larger vision for Portland.

Your support is critical because the Portland Plan will inform updates of both the Transportation System Plan and the Central City Plan.

- » A Portland Plan community fair will be in your neighborhood in March.
<http://bit.ly/portland-plan-calendar>
- » For general information, visit:
<http://bit.ly/portland-plan>
- » To learn how to get involved in the Central City update, visit:
<http://bit.ly/central-city-update>





Participate in Metro's summer 2011 public comment period regarding regional flexible funds.

The \$24 million pot of federal money will be used on both active transportation and freight projects between 2012 and 2015. Write in support of bike investments and show up at meetings to do the same.

» <http://bit.ly/metro-flexible-funds>

Encourage the Portland Bicycle Advisory Committee and PBOT to work strategically to implement the plan.

The Committee is not only the liaison between the public and City Council, the Mayor and PBOT on all things bike, but also has authority to engage in any local planning process that could involve bike infrastructure.

» Meetings second Tuesday of each month at 6 pm in the Lovejoy Room at City Hall.
<http://bit.ly/bicycle-advisory>

Stay engaged.

PBOT will report to City Council on its progress implementing the Bike Plan in the first year. Show up in support of the Bike Plan and the vision for bicycling in Portland.

» Watch the web for information on Community Budget Forums and City Council hearings:
<http://bit.ly/pbot-updates>



Stay informed.

The Mayor's office and the U.S. Department of Transportation cited research from the Political Economy Research Institute that shows bike projects create double the number of jobs per dollar spent than traditional road projects do. Research like this helps make the case for bicycling.

» <http://bit.ly/bike-infrastructure-jobs>

» <http://bit.ly/bike-projects-jobs>

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